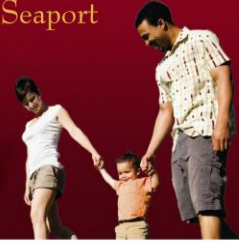




# Mystic Mobility Study



## MEETING MINUTES

**Client:** Stonington and Groton, CT  
**Project Name:** Multi-Modal Transportation Study for the Mystic Seaport Area  
**Location:** Mystic, Connecticut  
**Project Number:** 36938369  
**Prepared by:** Leslie Black (FHI)  
**Issue Date:** November 24, 2010

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## Study Advisory Committee Meeting #4

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**MEETING DATE:** November 15, 2010  
**TIME:** 7:00 PM  
**LOCATION:** B.F. Hoxie Fire House, Stonington, CT

### ATTENDEES:

Name	Affiliation	E-mail Address
Bill Haase	Town of Stonington	<a href="mailto:whaase@stonington-ct.gov">whaase@stonington-ct.gov</a>
Stephen Gazillo	URS Corporation	<a href="mailto:Stephen_Gazillo@urscorp.com">Stephen_Gazillo@urscorp.com</a>
Stephen Mitchell	URS Corporation	<a href="mailto:Stephen_Mitchell@urscorp.com">Stephen_Mitchell@urscorp.com</a>
Scott Neal	Wendel Duscherer	<a href="mailto:sneal@wd-ae.com">sneal@wd-ae.com</a>
Elizabeth Bruno	Wendel Duscherer	<a href="mailto:ebruno@wd-ae.com">ebruno@wd-ae.com</a>
Leslie Black	Fitzgerald & Halliday, Inc.	<a href="mailto:lblack@fhiplan.com">lblack@fhiplan.com</a>
Brian Kent	Kent & Frost, LLC	<a href="mailto:bkent@kentfrost.com">bkent@kentfrost.com</a>
Peter Glankoff	Sea Research Foundation	<a href="mailto:pglankoff@searesearch.org">pglankoff@searesearch.org</a>
John Kennedy	Mystic Coop Task Group	<a href="mailto:jbken53@sbcglobal.net">jbken53@sbcglobal.net</a>
Jim Butler	SECCOG	<a href="mailto:Jbutler@seccog.org">Jbutler@seccog.org</a>
Steve White	Mystic Seaport Museum	<a href="mailto:steve.white@mysticseaport.org">steve.white@mysticseaport.org</a>
Tricia Cunningham	Mystic Chamber	<a href="mailto:tricia@mysticchamber.org">tricia@mysticchamber.org</a>
Bob O'Neill	Town of Groton Zoning Board	<a href="mailto:oldbob59@aol.com">oldbob59@aol.com</a>

The meeting began at 7:00 PM. Steve Mitchell discussed the purpose of the meeting and handed out the agenda and comment request form. He noted that the draft elements will be presented at a public information meeting on Monday, November 22<sup>nd</sup> – the Advisory Committee was asked to assist with getting the word out about the meeting. It was suggested that a Facebook e-blast could be made using the Town of Stonington First Selectman Ed Haberek's site. Bill Haase will follow up with the First Selectman. The draft elements of the plan were discussed:

### Water Taxi Route:

- Water taxi route was reviewed. Initial docking locations for the water taxi at the cemetery and north of the interchange are not feasible due to lack of access for pedestrians

- One feasible dock could be just north of existing stop at a cove with access to Route 27; land ownership at this location is still to be investigated.
- Other possible docking locations could be downtown on both the east and west sides of the river although possible issues with draft and water depth occur on the west side.
- A location at the marina dock is not feasible due to drawbridge access limiting roundtrip time to two hours.

*Comments:*

- Bill Haase will research exactly who owns the proposed northern water taxi terminus just north of seaport on Route 27 – will provide acreage and GIS map details.
- It was noted that the Town of Groton owns the parking lot at the end of Gravel Street (in Groton) – this docking location will be investigated to ascertain draft situation/lack of water depth for docking.

**Trolley Route and Mobility Hub Locations:**

- The trolley route was reviewed starting from the most northern stop
- Route 27, north of the interchange (I-95) has cut-out on west side on Route 27 for a trolley stop
- This is the proposed location for Mobility Hub #1
- It is a short walk from area hotels, although pedestrian crossing access would need to be provided for those hotels on the east side of Route 27.
- Route stops will try to avoid hotel property entry to improve headways and provide equal access for all patrons
- Route will proceed to Mystic Aquarium/Olde Mistick Village where Mobility Hub #2 will be strategically located to best serve both areas and intercity transit bus service that stops in that area as well. Exact location to be determined.
- Mobility Hub #3 is proposed for area by Friendly's and hotel where large parking area provides adequate turning access for trolley.
- Route will then return southbound on Route 27. An unused grass area between two restaurants is ideal for a pull-out/view of the river/good distance from Coogan and downtown/possible water taxi access
- Mobility Hubs #4 and 5 are proposed at north and south ends of Mystic Seaport Museum property/parking lots where there is an existing cut-out in the north parking lot for Hub #4 and a smaller hub at south parking lot adjacent to German Club property for Hub #5
- Mobility Hub #6 is at location of old trolley stop at the flag pole.
- One proposal shows the route continuing along Washington Street to serve public coming from the marina; discussion prompted the priority of the route along Route 1 instead as Washington Street is predominantly residential and the trolley should travel on higher traffic routes
- Mobility Hub #7 is proposed for the Groton side of the drawbridge; this would be an informational hub with pedestrian directions to Hub #6 – to actually bring the trolley to the Groton side of the bridge would increase trolley transit time significantly due to bridge opening delays; without bringing the trolley to the west side of the bridge, overall travel time would be approximately 20 minutes – this is significant because for the trolley to be successful, travel time must be equal or less than travel time by automobile – if travel times are significantly longer, most travelers will choose their automobile over the trolley.
- Mobility Hub #8 is proposed to be located at the train station.

- The route would then recirculate northbound repeating stops in reverse order

*Comments:*

- Travel time/headways must be reasonable to approximate auto trip or be faster given parking considerations
- Number of trolleys must be reasonable with respect to cost/travel times; headways should be less than 20 minutes
- Side route to aquarium looks like ramp to I-95 – change auto signage wayfinding cues so that drivers follow that route to aquarium to reduce congestion at Route 27 and Coogan Boulevard intersection.
- Improve wayfinding/gateway/landscape cues for visitors to the area at this location. Examples include street trees, landscaping, lampposts with banners and better signage in order to induce drivers to take this route
- Hub # 4 location is currently proposed to be used as a valet restaurant parking site; this type of use should not conflict with a trolley stop
- There will be some traffic back-up on Holmes Street southbound during peak season which may impact headway

**Mobility Hub Elements:**

- Scott Neal from Wendel Duscherer discussed mobility hub elements and how to get people to engage these facilities
- Each hub would be covered and contain seating, but be open-sided to provide good visibility into the hub
- Hubs would feature hinged, locked display case for community notices/trolley schedules that would be maintained by community; Chamber of Commerce a possibility
- Bike racks to match other existing streetscape projects
- Bench materials similar in materials/look to existing streetscape projects
- Overhead lighting similar to existing streetscape project
- Iconic signage similar to existing compass rose streetscape project; may be illuminated to provide evening wayfinding assistance to visitors; Hubs would be icon visitors look for
- Sustainable – no day-lighting; sustainable materials; roof with “widow’s walk” accent to provide natural light to interior during day; illuminated in evening
- Center of Kiosk –high tech possibility; interactive touch screen with Automatic Vehicle Location (AVL) technology a possibility; informative, next bus transit signage possible; real-time information available to cell phones/PDA with text code linked to GPS on trolley – technology is available – costs not yet assessed for this feature
- Seating with windscreen glass; iron-work columns support roof above
- Iron-work columns replicate iron-work on drawbridge
- 16’ by 19’ roof includes overhang to protect from rain
- 11’ by 14’ footprint
- ADA accessible
- “You Are Here” map at each hub
- O’Brien’s wayfinding signage could be used on windscreen glass
- Must provide signage that is resistant to sun damage (fading)

*Comments:*

- It was noted that “Where Am I?” signage is very important; continuity of signage is key
- Architectural theme of hubs is good – ironwork concept tying to Mystic Drawbridge is a good theme
- Signage should be legible at each stop – give each stop a name that is easily seen and recognized (similar to metro stops)
- Downtown bike racks are not attractive. There are much better products on the market. Just because it’s been done once downtown, doesn’t mean the rest of town should be victimized.

**Wayfinding Signage:**

- Add auto wayfinding signage at signalized intersection at Jerry Browne and Route 27 to Denison Pequotsepos Nature Center.
- Mystic Seaport Museum has an application in for an interpretive sign right at the southeast corner of North site driveway
- “You Are Here” maps should be at each mobility hub; put orientation maps where people stand and wait for pedestrian signals
- Move interpretive sign to gate at cemetery
- Standardizing signs and pavement markings for sharing the road with auto/bikes
- Two kinds of bicyclists on the road – local cyclists and tourists; amenities must work for both

*Comments:*

- Make some creative suggestions beyond the ubiquitous arrows stating “Restaurants” “Businesses” that have more information
- Relative to vehicular wayfinding signage plan- are the asterisks just for new locations, or will they also include replacements of existing signage? Consistency is important – don’t want a blend of old signage and new stuff.
- Better automobile wayfinding signage is needed to Denison Homestead and Denison-Pequotsepos Nature Center (north on Route 27 to Jerry Browne Road)

**Roadway Improvements:**

- I-95 Interchange: left turn at off-ramp should be restriped to dedicated left turn and left/through lane as second lane.
- Coogan Boulevard Concept improvement – maintain two-lane each way to the first intersection from Route 27 before reducing to one-lane each way with landscaped boulevard, bike lane, pedestrian sidewalk
- Pedestrians favor south side of Coogan Boulevard currently – using sidewalk remnants there
- Although a sidewalk on both sides of Coogan Boulevard would be ideal, there is not enough room
- Two lanes northbound on Route 27 at Friendly’s – currently no left turn; install short left turn lane there and two through lanes; it was noted that light is very short cycle!
- Improvements to intersection at Route 27 and Route 1 also proposed –dedicated left to Northbound and Southbound needs two lanes on for left and right moves; some property issues with probable takings to make these changes possible

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- Urban STP program – through CTDOT – the Town of Stonington can put in bid March 2011 – Bill Haase wants 10% plan with dollar estimate through design, dollar Right-of-Way phase takings, dollar cost of construction in order to make this deadline to get funding for roadway improvements

*Comments:*

- Signalized intersections (specifically Route 27/Route 1) might deserve “Bike Boxes” that allow bikes to pass to the front of the cars stopped at the red light.
- Standardized MUTCD signage/pavement markings for “share the road” situations (i.e. Route 27 for bikes/automobiles)

Meeting adjourned at 9:00 PM.

Signed: Leslie Black

Leslie Black, FHI