

ANDOVER COMPLETE STREETS PUBLIC MEETING #3

March 19th, 2024



COMPLETE STREETS PROJECT TEAM

- Town of Andover
 - Michael Lindstrom – Deputy Town Manager
 - Paul Materazzo – Director of Planning & Land Use
 - Monica Gregoire – Associate Planner
 - Christopher Cronin – Director of Public Works
 - Carlos Jaquez – Deputy Director of Public Works
 - Arthur Martineau – Town Engineer
 - Joseph Assenza – Assistant Town Engineer
 - Glen Ota – Safety Officer

- Environmental Partners Group

- Steering Committee



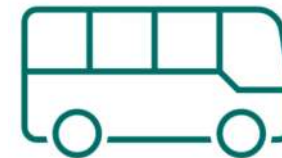
TONIGHT'S AGENDA

- Project Overview & Timeline
- Latest Bicycle & Pedestrian Networks
- Draft Prioritization Plan
- Tier 3 Considerations & Candidates
- Next Steps
- Q&A

PROJECT OVERVIEW & TIMELINE

PROJECT OVERVIEW

- Complete Streets Prioritization Plan being developed in conjunction with a town-wide Active Transportation Plan
- Active Transportation Plan components:
 - Vision & goals for active transportation in Andover
 - Proposed bicycle & pedestrian networks
 - Preferred typical sections & design toolkit
 - Implementation strategies
- Top-priority projects from the pedestrian & bicycle networks will be incorporated into the Complete Streets Prioritization Plan



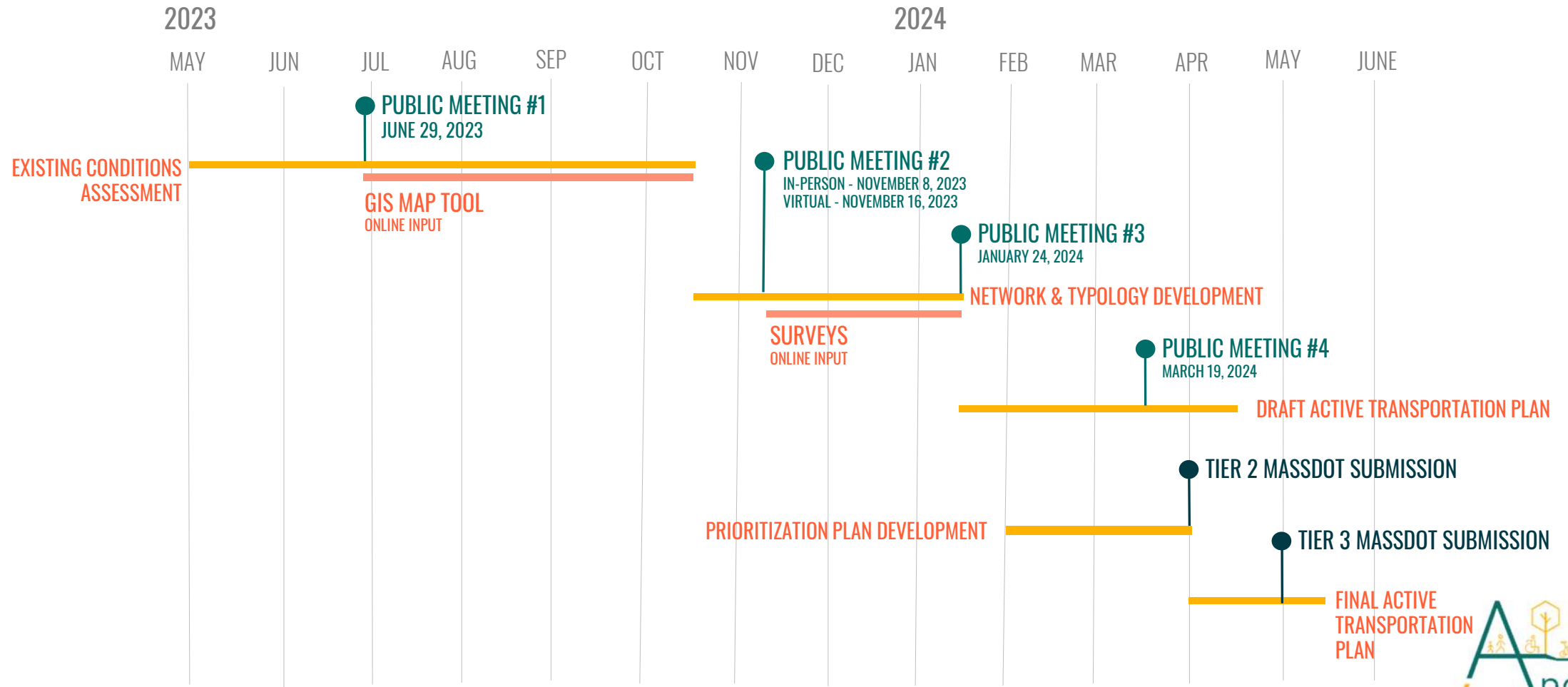
VISION

Andover is a healthy, sustainable community that embraces alternative modes of travel and provides safe, comfortable, and convenient ways for residents and visitors of every age and ability to walk, roll, and bike

GOALS

- 1 Increase safety for those who walk, roll, and bike in Andover
- 2 Form comprehensive pedestrian & bicycle networks that can be used by residents & visitors of all ages & abilities
- 3 Support healthy lifestyles & provide quality-of-life benefits
- 4 Provide comfortable & convenient transportation options beyond car use

PROJECT TIMELINE



LATEST BICYCLE & PEDESTRIAN NETWORKS

UPDATED BICYCLE NETWORK METHODOLOGY

- The bicycle network includes dedicated bicycle facilities in the following locations:

1

Protected (grade-separated) facilities along roadways with:

- Speed limit > 40 miles per hour
- More than one travel lane per direction
- Volumes > 10,000 vehicles per day

2

Dedicated facilities along collector roadways

3

Within 1-mile bikesheds of main destinations

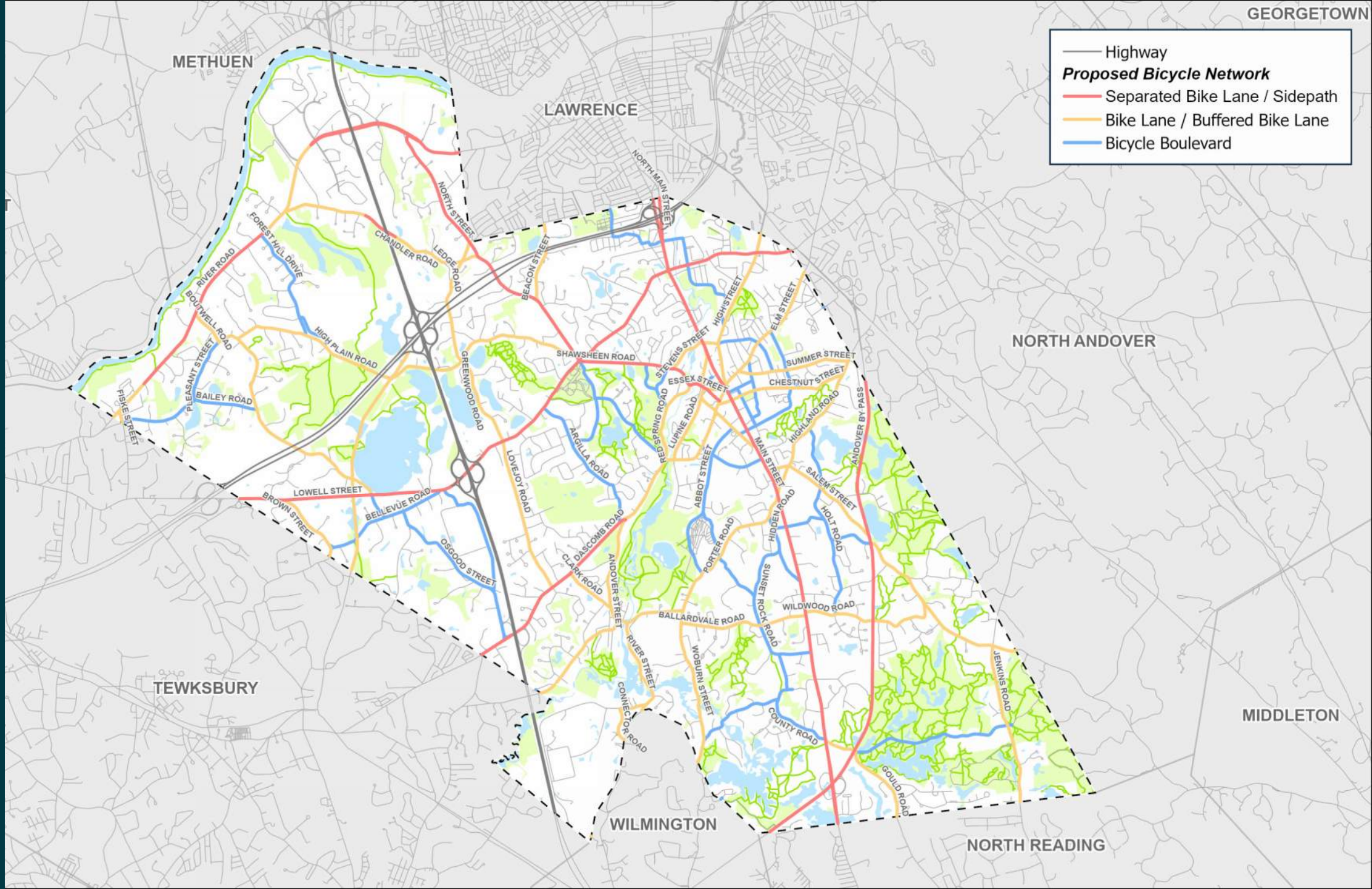
4

Where public comments indicated that demand for bicycle facilities exists

5

Final updates to provide continuous facilities along corridors

ORIGINAL BICYCLE NETWORK



DRAFT PRIORITIZATION PLAN

SURVEY RESULTS

THE TOWN SHOULD PRIORITIZE COMPLETE STREETS PROJECTS THAT...



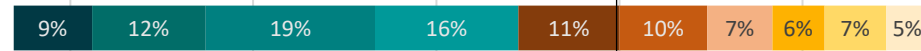
Expand the Town's sidewalk network



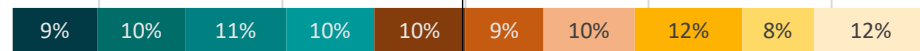
Address safety concerns in high-crash areas



Provide connections for school-aged children or senior citizens



Expand the Town's bicycle network



Improve system efficiency



Complement planned roadway projects



Upgrade existing facilities



Close network gaps



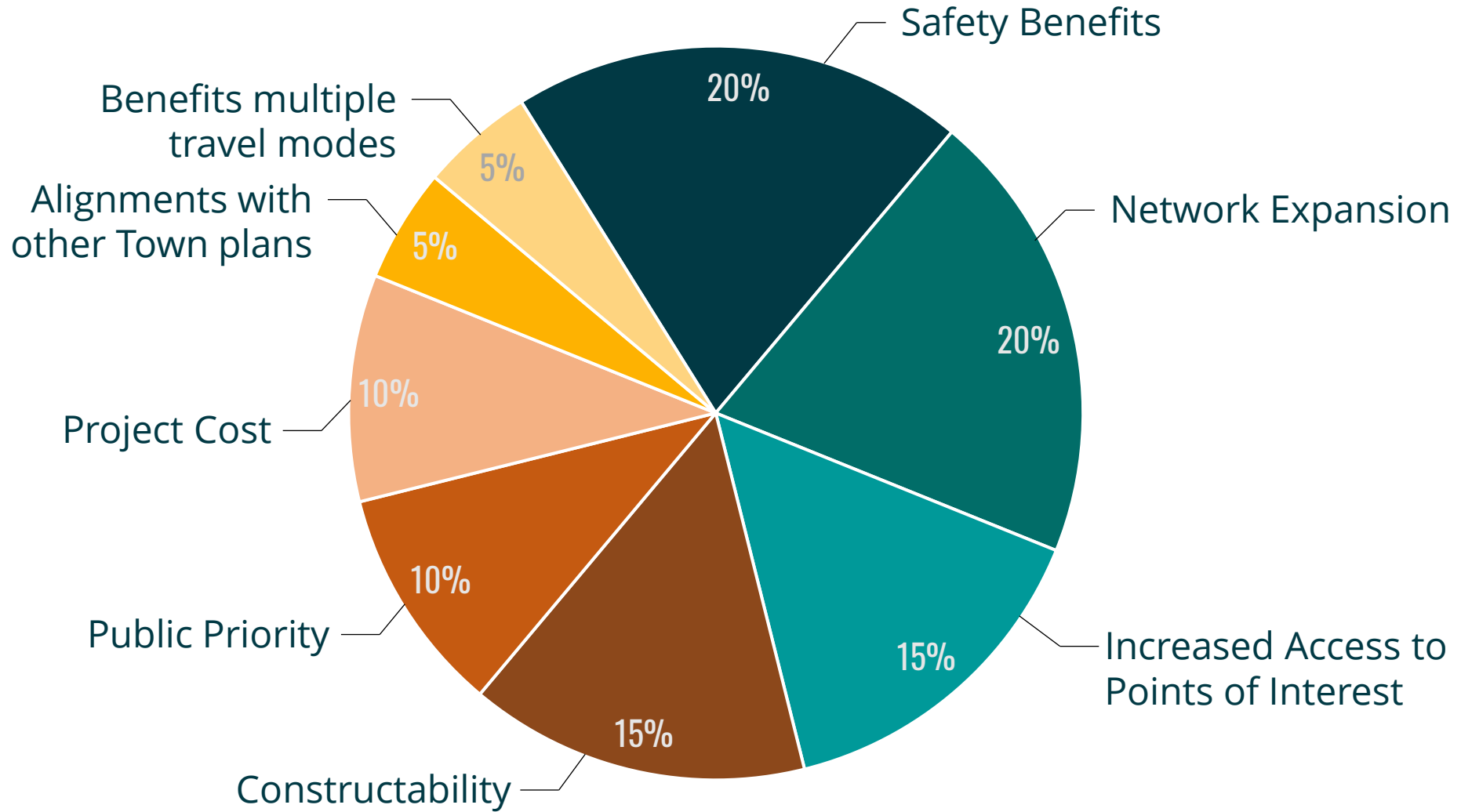
Incorporate sustainable treatments



Serve environmental justice populations



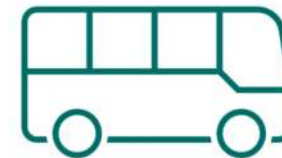
PRIORITIZATION CRITERIA



TIER 3 CONSIDERATIONS & CANDIDATES

TIER 3 CONSIDERATIONS

- Estimated construction cost
- MassDOT timeline requirements
- Degree of unknowns
- Good initial example for Complete Streets initiative

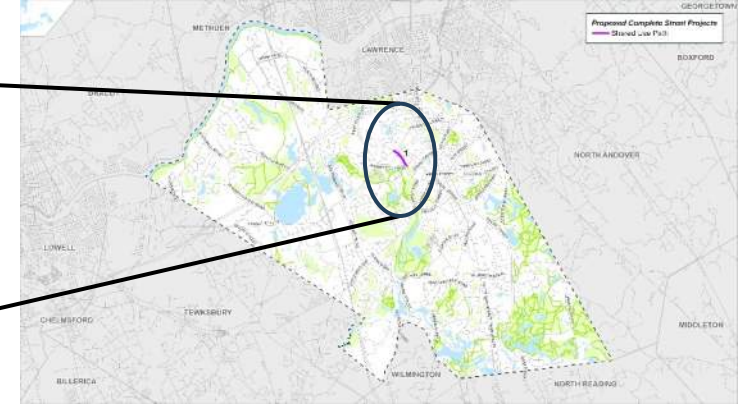


1 LINCOLN STREET SHARED USE PATH

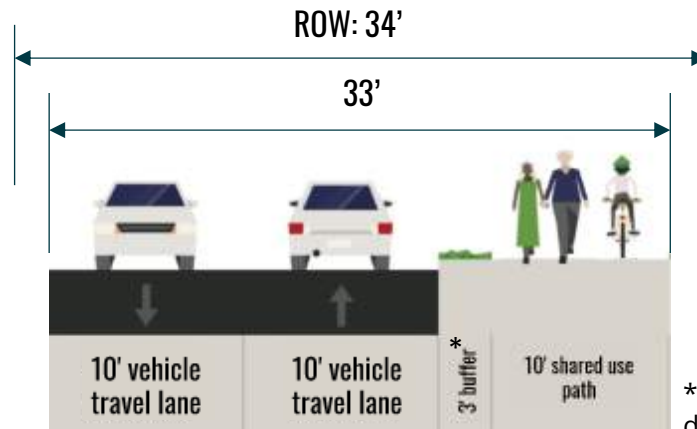
LOWELL STREET TO SHAWSHEEN ROAD



- OOM Construction Cost: \$550,000
- Already under evaluation by DPW
- Provides increased access to Andover High School & West Middle School
- Closes key network gap between Lowell Street and Shawsheen Road
- May reallocate some roadway width to minimize impacts to utility poles & trees



Lincoln Street near Marilyn Road, looking north



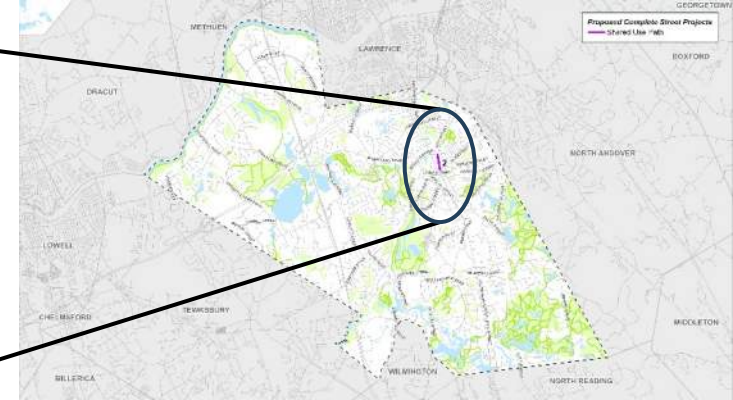
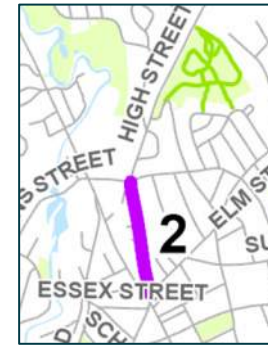
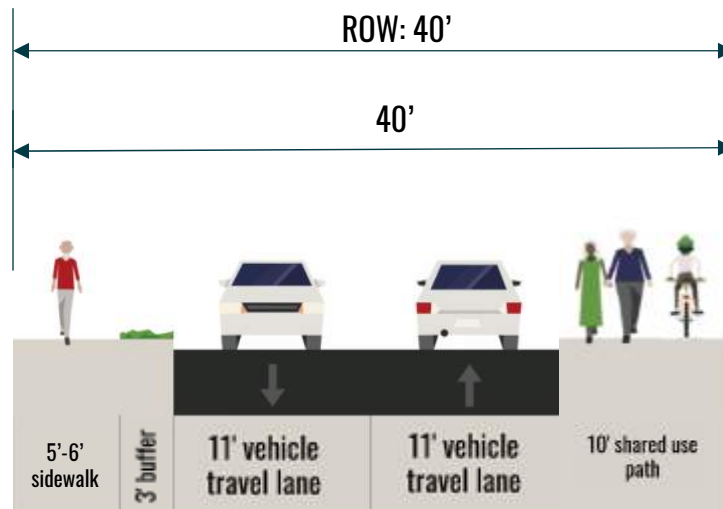
*Grass strip buffer may be reduced or removed due to roadside obstacles

2 HIGH STREET SHARED USE PATH

WALNUT AVENUE TO ELM STREET



- OOM Construction Cost: \$470,000
- Connects the Shawsheen neighborhood & downtown
- Provides bicycle access to the downtown restaurants/shops, among other destinations
- May reallocate some roadway width to minimize impacts to utility poles & trees



High Street near Temple Place, looking north

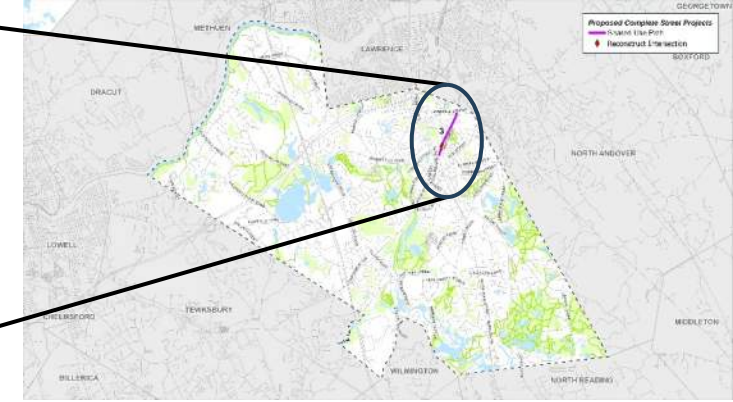
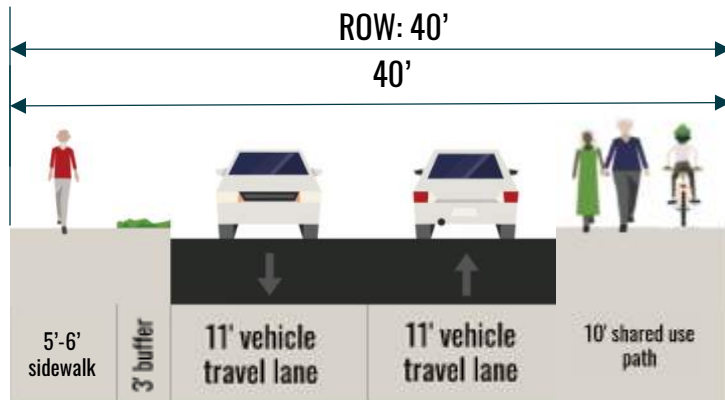
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HIGH STREET SHARED USE PATH

HAVERHILL STREET TO WALNUT AVENUE



- OOM Construction Cost: \$1,470,000
- Connects the Shawsheen neighborhood & downtown
- Provides bicycle access to the downtown restaurants/shops, among other destinations
- Burnham Rd intersection could be realigned to reduce vehicular conflicts and improve safety



High Street near Crescent Drive, looking north



High Street at Burnham Road intersection

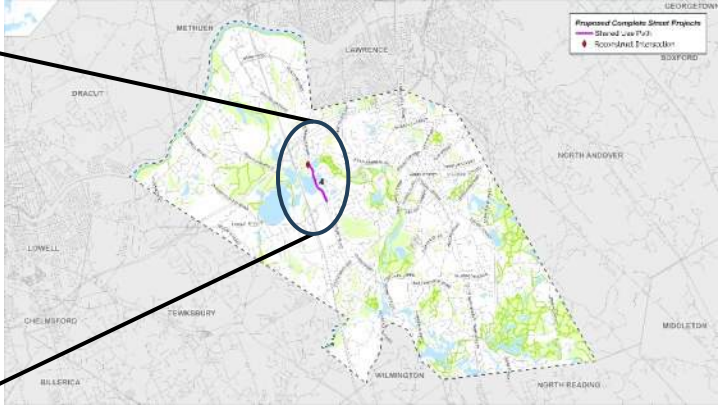
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GREENWOOD ROAD SHARED USE PATH

LOWELL ST TO HIGH PLAIN ROAD



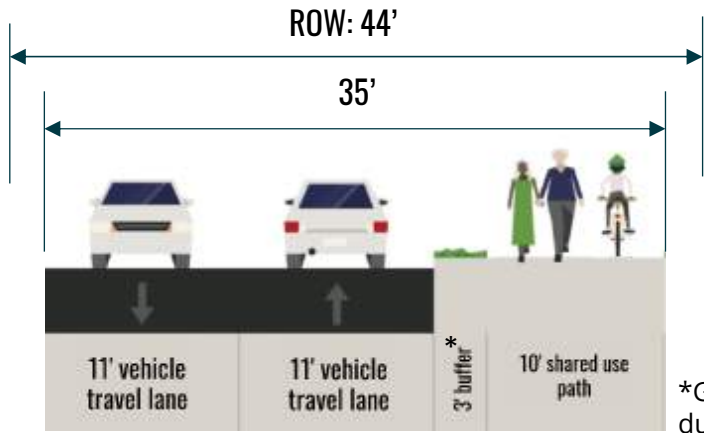
- OOM Construction Cost: \$1,310,000
- Provides connection to existing sidewalks on Lowell Street / Lovejoy Road
- Provides dedicated facilities for pedestrians & bicyclists in high-crash area
- Excess pavement at High Plain Road intersection can be removed to shorten crossing distances & reduce travel speeds



Greenwood Road near Candlewood Drive, looking north



Greenwood Road at High Plain Road Intersection



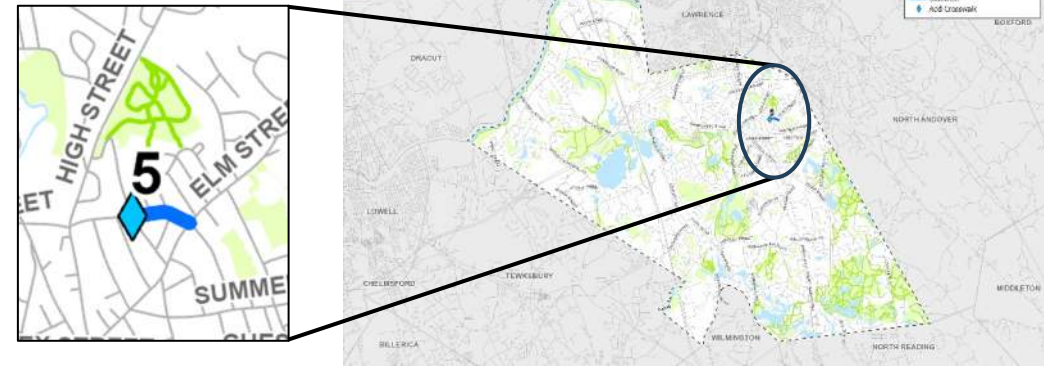
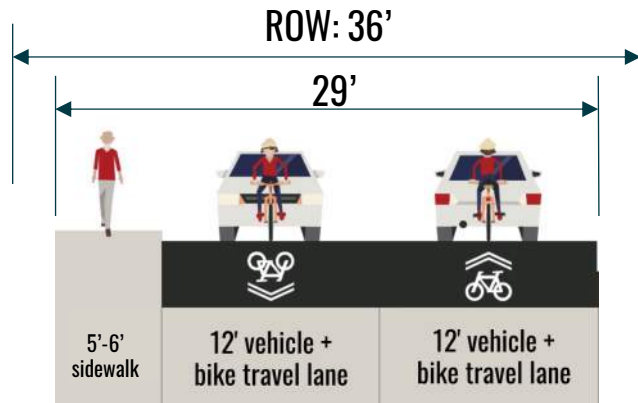
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5 WALNUT AVENUE SIDEWALK

CARMEL ROAD TO ELM STREET



- OOM Construction Cost: \$275,000
- Closes a key network gap between Elm Street and Route 28
- Separates pedestrians from fast-moving vehicles in a high-crash area
- Provide crosswalk at Carmel Rd intersection due to frequent crossings by children and other users



Walnut Avenue near Cheever Circle, looking east



Walnut Avenue at Carmel Road Intersection

NEXT STEPS

NEXT STEPS

- Submit Complete Streets Prioritization Plan to MassDOT by April 1st
- If Plan Approval is obtained, submit Tier 3 application for first project by May 1st
- Finalize Active Transportation Plan document summarizing process & resources for the Town moving forward

Q&A

Questions or comments? Email us at completestreets@andoverma.us

