



Danvers/Peabody Route 114 Long-Term Safety Improvements Study

Public Information Meeting #1

Peter A. Torigian Senior Center | August 1, 2024 | 6:00 p.m.
79 Central Street, Peabody, MA

Please note this meeting is being transcribed and is subject to disclosure for public records.

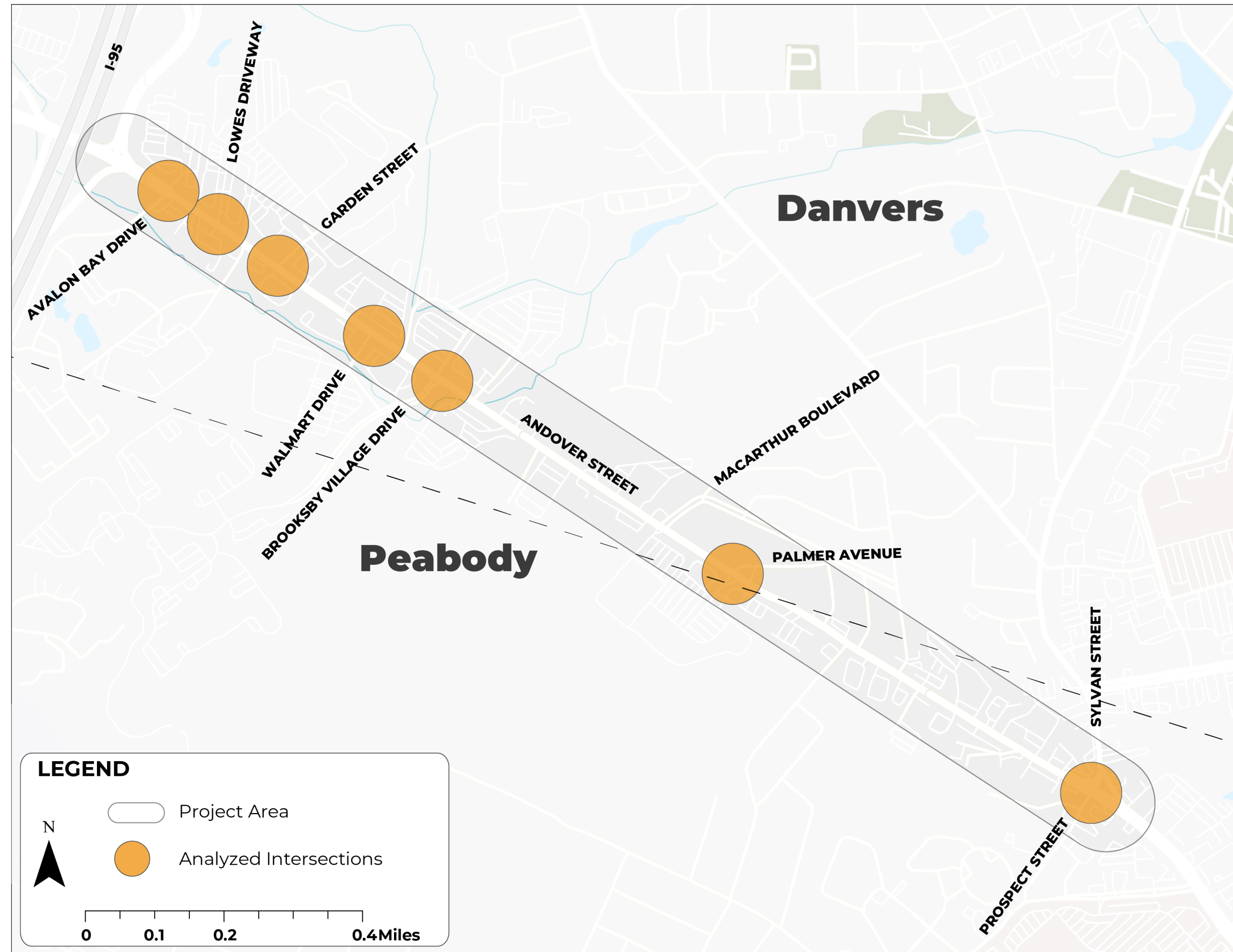
Agenda

- 01** Welcome & Overview
- 02** Study Milestones
- 03** Existing Conditions Review
- 04** Preliminary Alternatives for feedback
- 05** Feedback and Discussion
- 06** Next Steps



Study Area

- Approximately 1.6 miles of Route 114
- From Avalon Bay Drive in Danvers to Sylvan Street/Prospect Street in Peabody
- 7 signalized intersections
- Multiple residential and commercial access driveways
- Danvers Rail Trail crossing (separated)



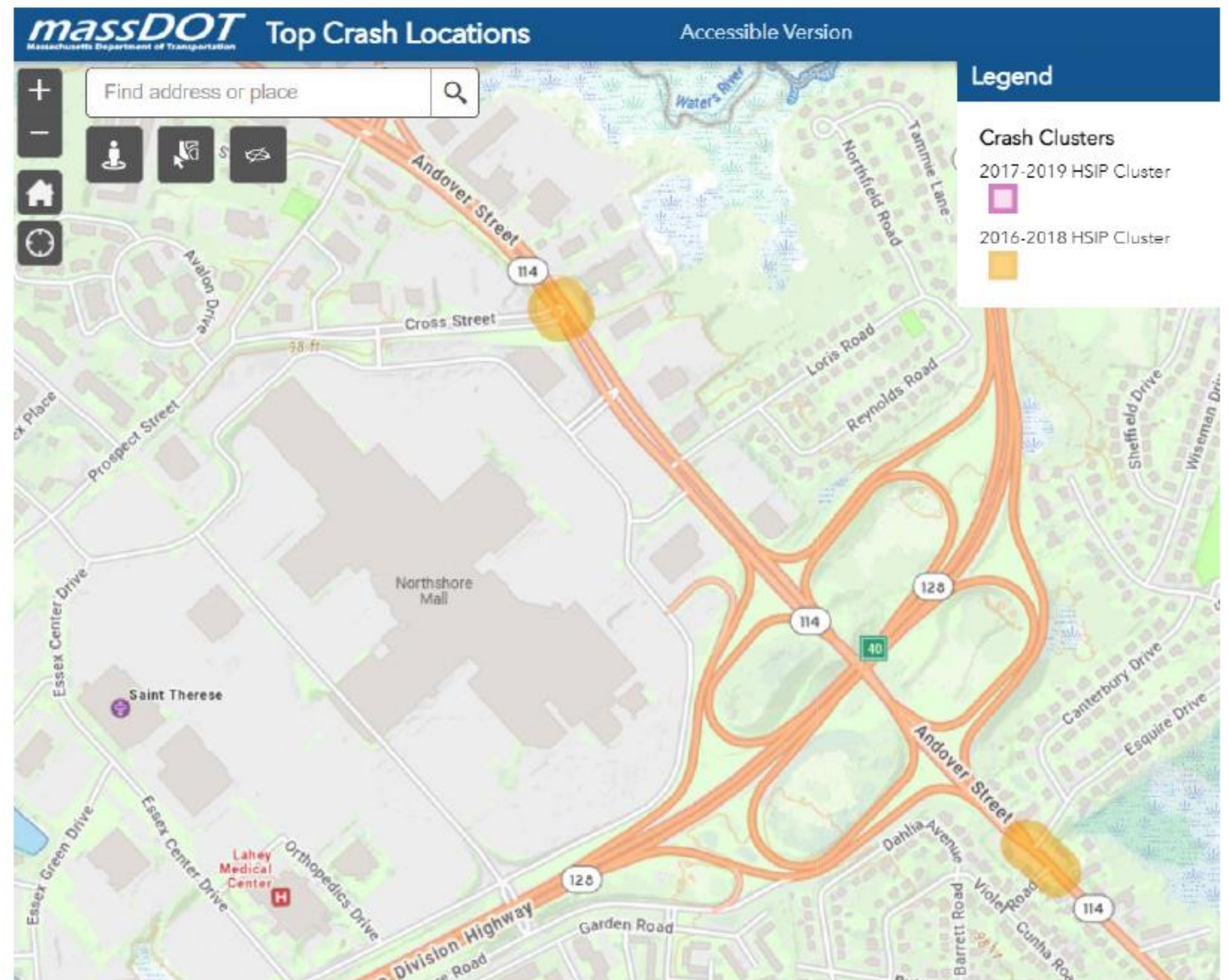
MassDOT Highway Division Recently Completed Short-Term Improvements

Background

- Reduce Speeds and Decrease Injury Crashes
- Studied 285 Crashes (2017-2019) on Western Corridor inclusive of fatality crashes in 2020 and 2021
 - 4 Fatalities within Study Period
 - 35% Injury Crashes
 - 1 pedestrian crash and 1 bicyclist crash
- Studied 105 Crashes on the Eastern Corridor (2012-2015)
 - 33% higher than statewide average crash rate
 - Zero fatalities during study period
 - Most crashes were rear-end collisions
 - Zero crashes involving pedestrian/bicyclist

Goal

- Incrementally improve safety along the corridor in a quick-build, tiered approach before initiating a long-term roadway reconstruction project



MassDOT Highway Division Recently Completed Short Term Improvements

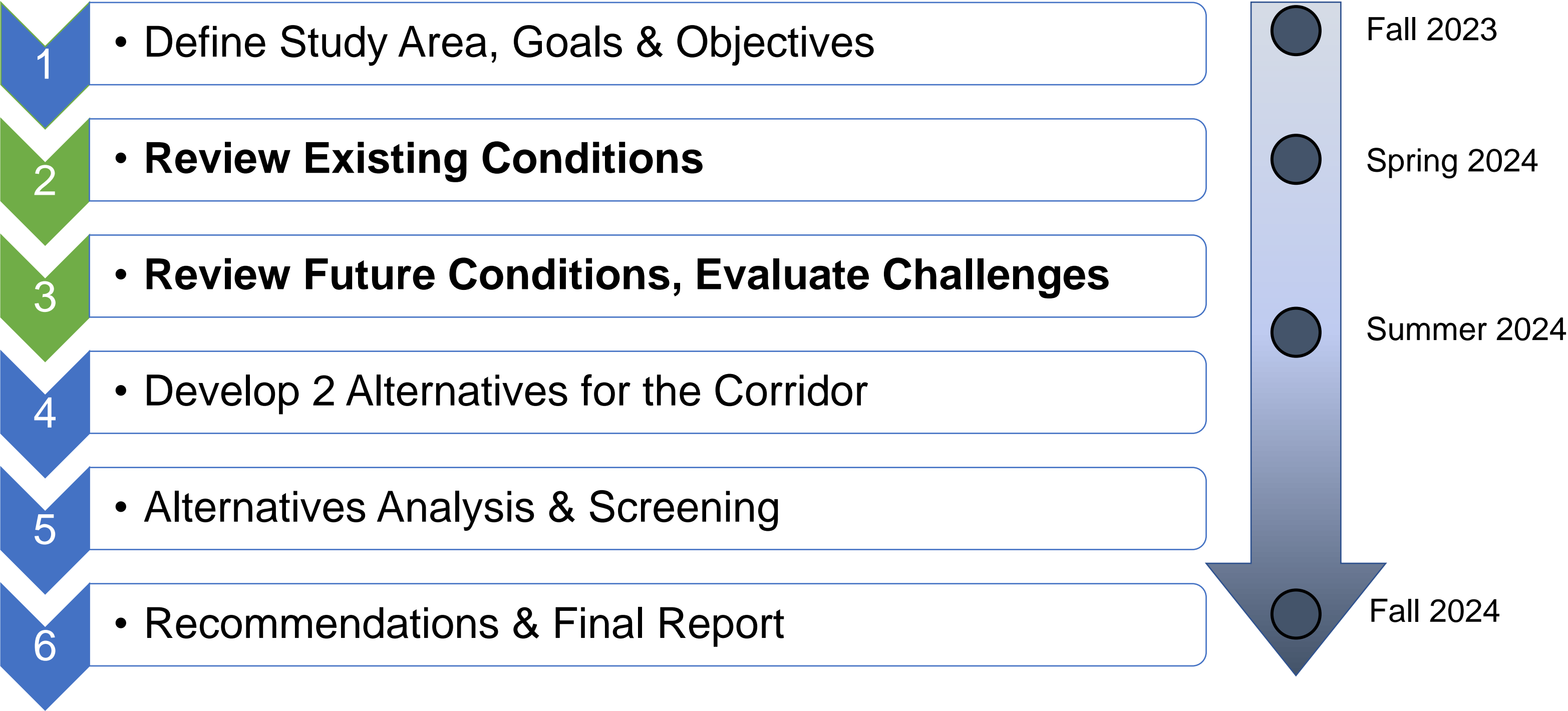
Schedule of Milestones

- **Summer 2023** – Pavement Milling Operations & Work on Drainage and Pedestrian Curb Ramps
- **Fall 2023** – Resurfacing/Paving & Pavement Marking Installation
- **Winter 2023** – Flexible Delineator Posts Installed

Feedback on Short-Term Improvements

- Drivers found the area around Century House Restaurant and Audi Peabody confusing to navigate
- Businesses should be accessible from both directions of Route 114, but less concern for right-turn only exits
- Added U-turns has resulted in an increased use of the left-turn lane around the Sylvan Road intersection
- More should be done to stop vehicular speeding
- Increase the number of signalized pedestrian crossings along Route 114

Long-term Study Process & Milestones



Long-Term Study Goals

- Improve safety and comfort for all users in the corridor
- Provide mobility and accessibility for all transportation users
- Promote economic development and improved quality of life
- Provide cost effective improvements
- Avoid or minimize impacts on environmental and other natural resources
- Support local, regional, and statewide policies promoting the development of safe, multimodal, and accessible transportation opportunities

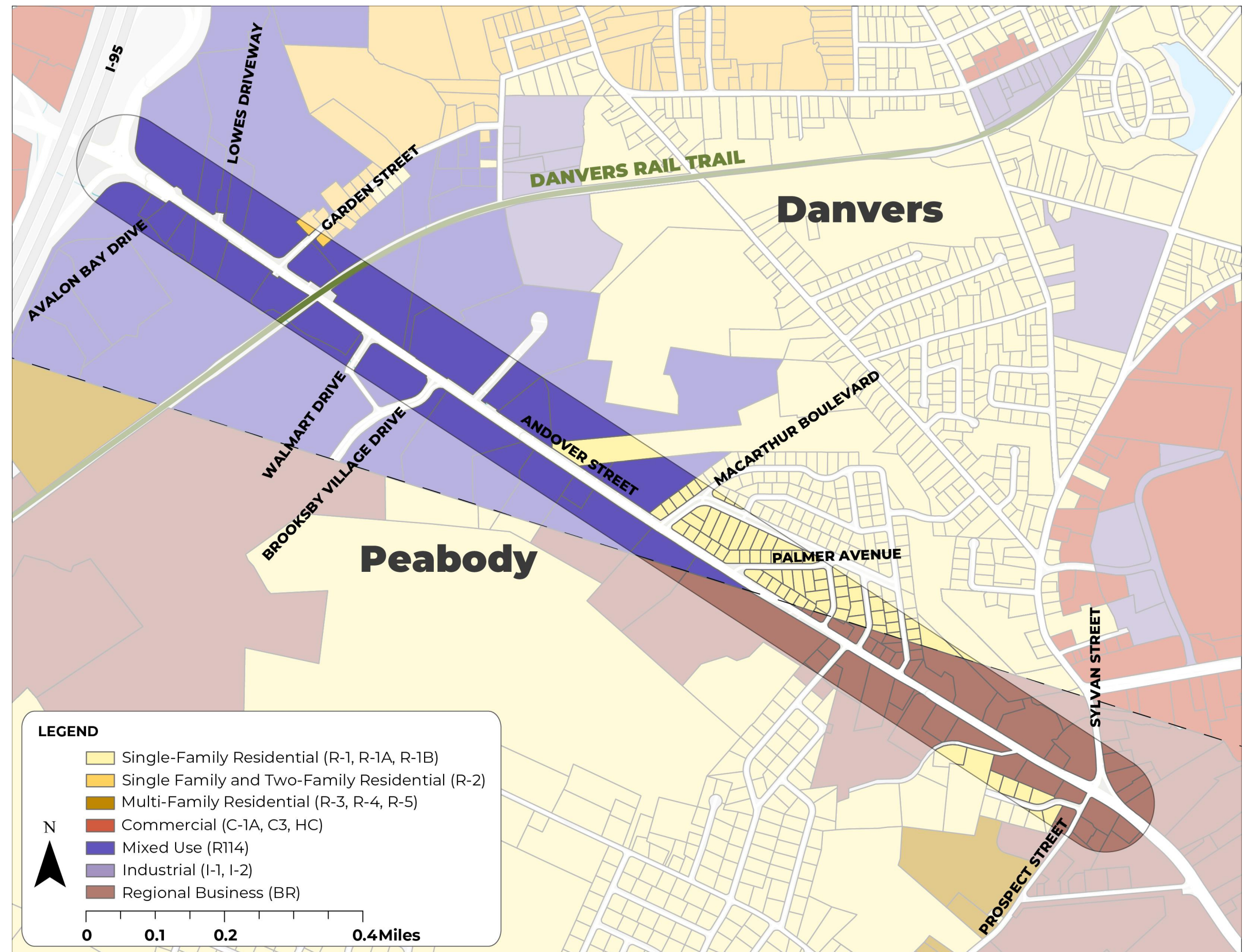
Existing Conditions

- 2 travel lanes in each direction
- Original Two-Way Center Left Turn Lane
 - Barriers prevent turns in some sections
- Sidewalk along north side
- Crosswalks and pedestrian signals at signalized intersections



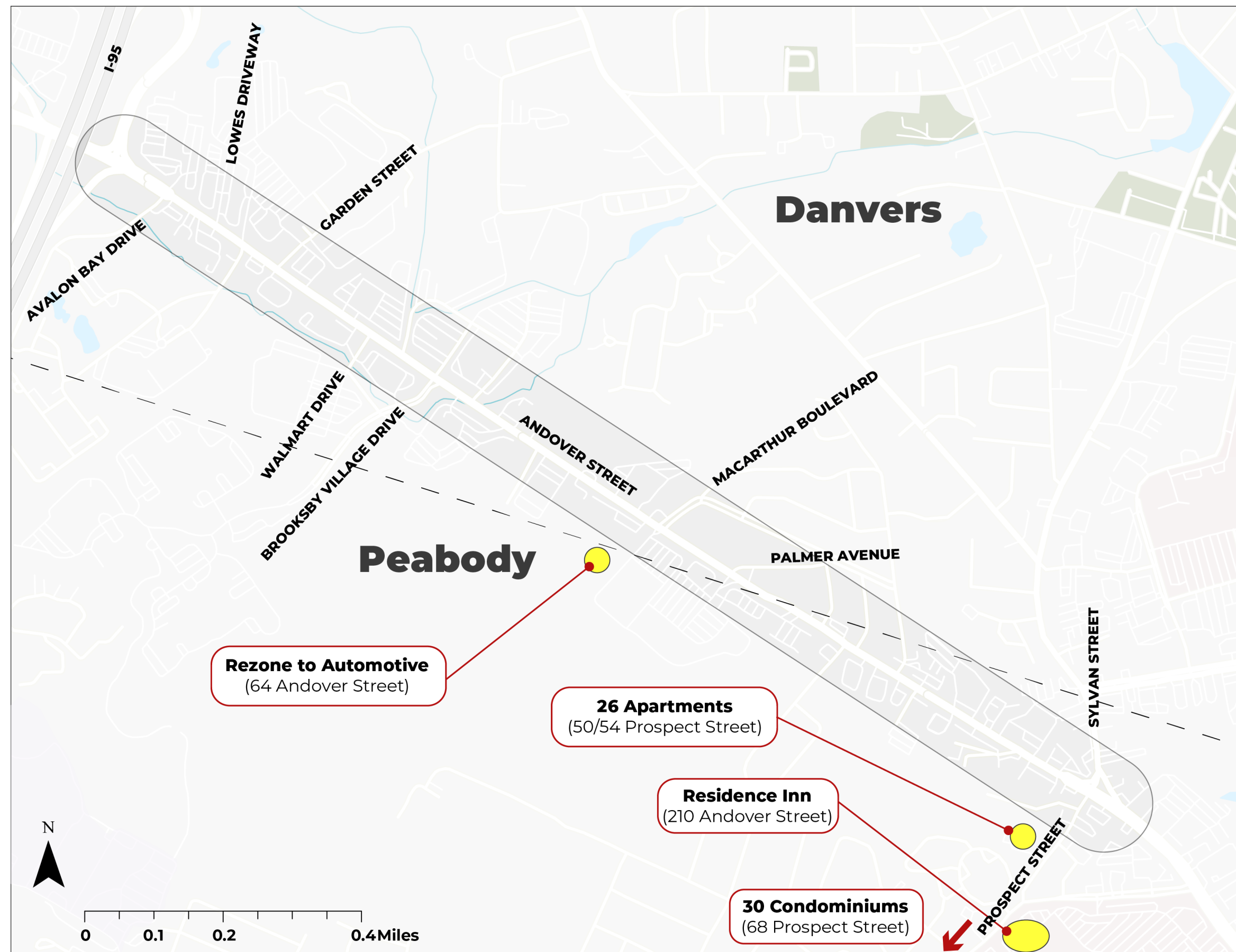
Land Use Overview

- Primarily mixed use (purple), residential (yellow/orange), and regional business (brown) along study corridor
- Additional residential, commercial, and mixed use close to corridor
- Industrial use near the corridor



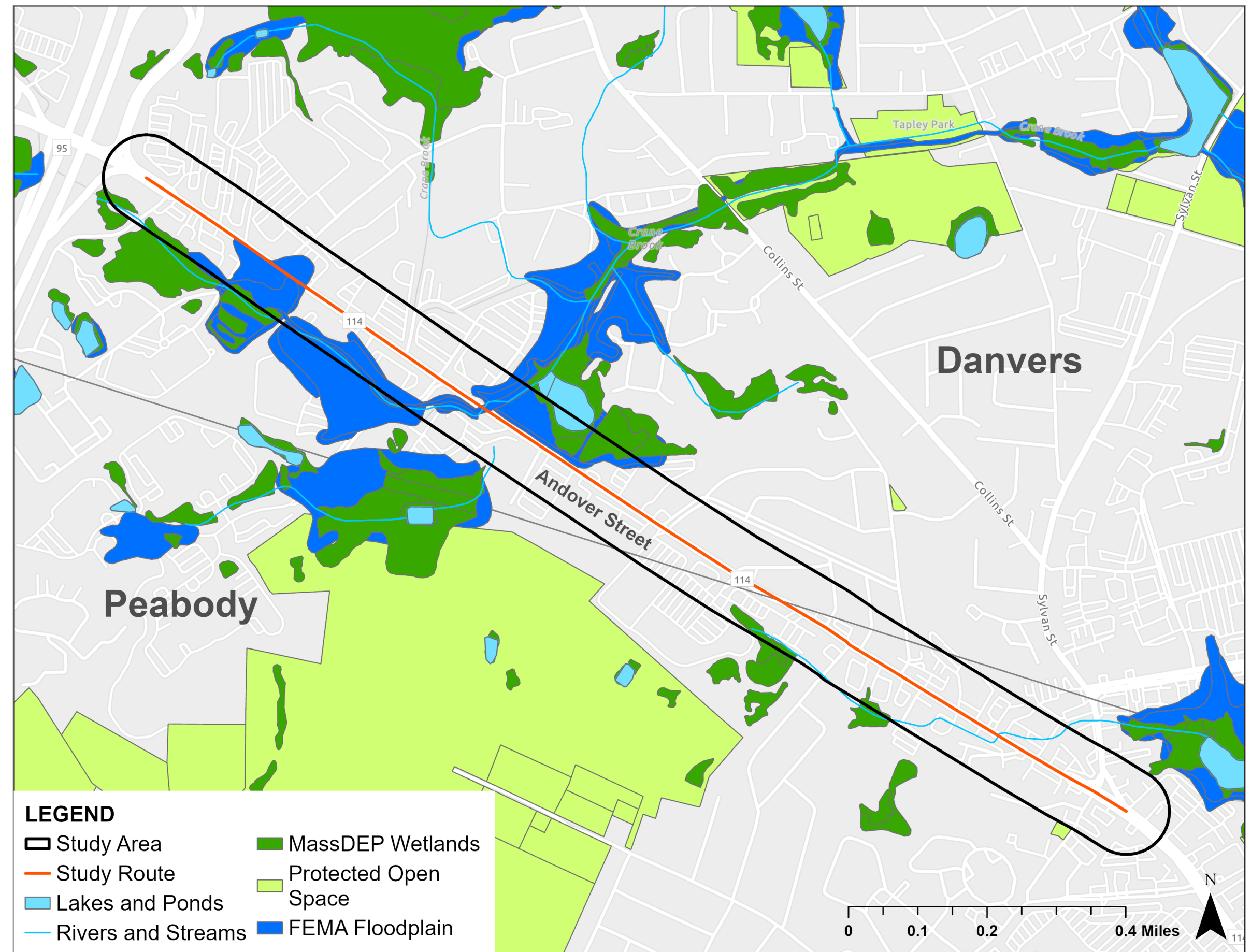
Proposed Developments

- 210 Andover Street:
 - 142 room Residence Inn, 102 parking spaces
- 50/54 Prospect Street:
 - 26 two-bedroom apartments, 65 parking spaces
- 68 Prospect Street:
 - 30-unit condominium in 5 buildings, 72 parking spaces
- 64 Andover Street:
 - Automotive facility



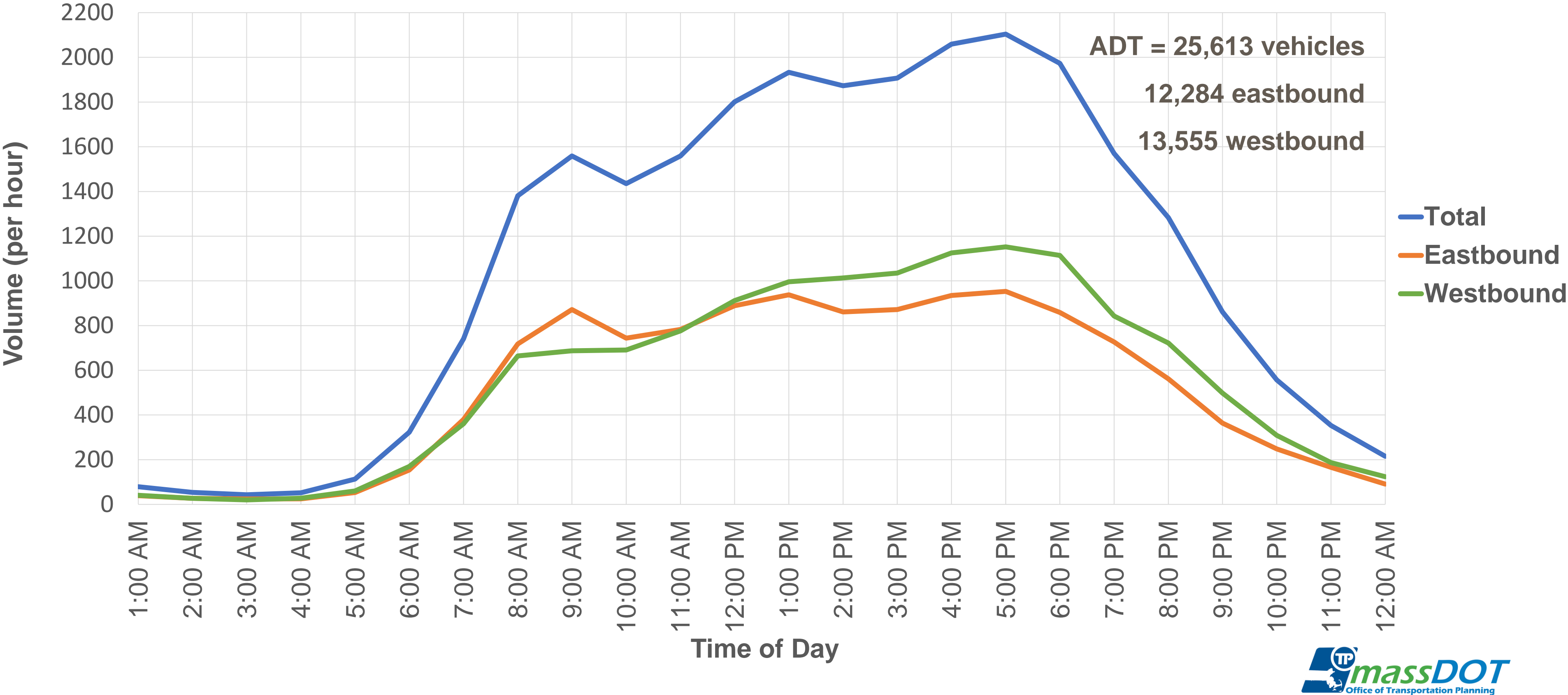
Environmental Constraints

- Route 114 study area corridor intersects with MA Department of Environmental Protection wetlands, rivers, streams, and Federal Emergency Management Agency floodplains
- Several larger wetlands and protected open spaces located close to study corridor



Existing Conditions – Route 114 Traffic Profile

ATR 1 - Route 114 west of 120 Andover Street (at Danvers Rail Trail)



Existing Conditions – Route 114 Travel Mode Share

- Mode share along the corridor is automobile dominated, with all other modes accounting for less than 1% of road travel
- Mode share at crosswalks is dominated by pedestrians. Bikes comprise ~4% of all crosswalk travel.

*Multimodal Turning Movement Counts (TMC) were collected for the weekday evening peak and weekend midday peak (March 2024) and were summarized to calculate total recorded counts.

**Average of total recorded counts column. Row averages rounded to nearest whole number and may not add to row total as a result.

Mode	Total Recorded Counts*	Avg. Daily Recorded Counts**	Percent (%)
Route 114 Study Corridor - Road			
Automobiles	166,778	83,389	99.2%
Light Trucks	768	384	0.5%
Motorcycles	171	86	0.1%
Heavy Trucks	169	85	0.1%
Buses	164	82	0.1%
Bikes	7	4	0.01%
Total	168,067	84,034	100%
Route 114 Study Corridor – Crosswalks			
Pedestrians	171	86	96.1%
Bikes	7	4	3.9%
Total	178	89	100%

Existing Conditions

– Traffic Delay/LOS

Route 114 Intersection	Weekday PM Peak Hour	Saturday Mid- Day Peak Hour
	Level of Service (LOS)	
Sylvan Street (S)	E	D
Willowdale Avenue (U)	A	A
Walter Road (U)	A	B
Mt Pleasant Drive/Gates Street (U)	A	A
Ralph Road (U)	A	A
Palmer Drive/Peabody Place Driveway (S)	C	C
MacArthur Boulevard Unsignalized (U)	A	A
Brooksby Village Drive Signalized (S)	B	C
Cranberry Farm Road (U)	A	A
Walmart Driveway (S)	B	E
Garden Street (S)	F	F
Sheldon Avenue (U)	A	A
Lowe’s Driveway (S)	B	A
Avalon Bay Drive (S)	C	B

Note: U = Unsignalized, S = Signalized

Levels of Service		
LOS A	Signalized Less than 10 seconds	Unsignalized Less than 10 seconds
LOS B	Signalized 10 – 20 seconds	Unsignalized 10 – 15 seconds
LOS C	Signalized 20 – 35 seconds	Unsignalized 15 – 25 seconds
LOS D	Signalized 35 – 55 seconds	Unsignalized 25 – 35 seconds
LOS E	Signalized 55 – 80 seconds	Unsignalized 35 – 50 seconds
LOS F	Signalized Greater than 80 seconds	Unsignalized Greater than 50 seconds

Existing Conditions – Pedestrian & Bicycle

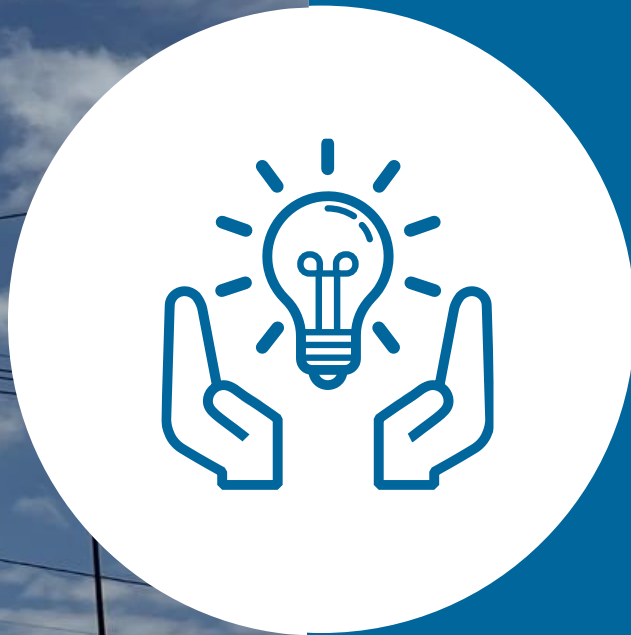
- New crosswalks and pedestrian signal equipment at signalized intersections
- Continuous sidewalk on north side of Route 114



Existing Conditions – Pedestrian & Bicycle

- Sidewalk is narrow with obstructions
- No dedicated bicycle facilities
- Lack of full accessibility to the Danvers Rail Trail (Below)

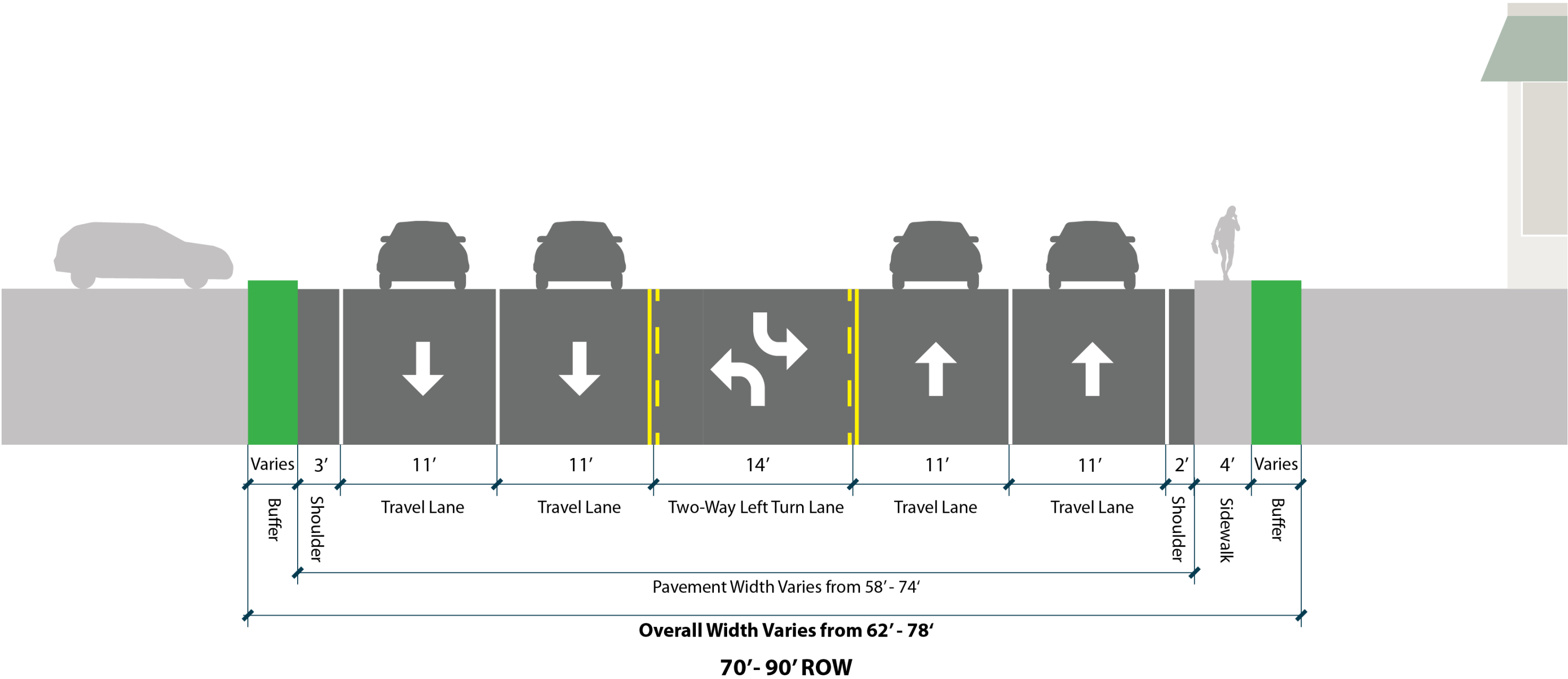




**Preliminary
Alternatives
Development for
Feedback**

Roadway Cross Section

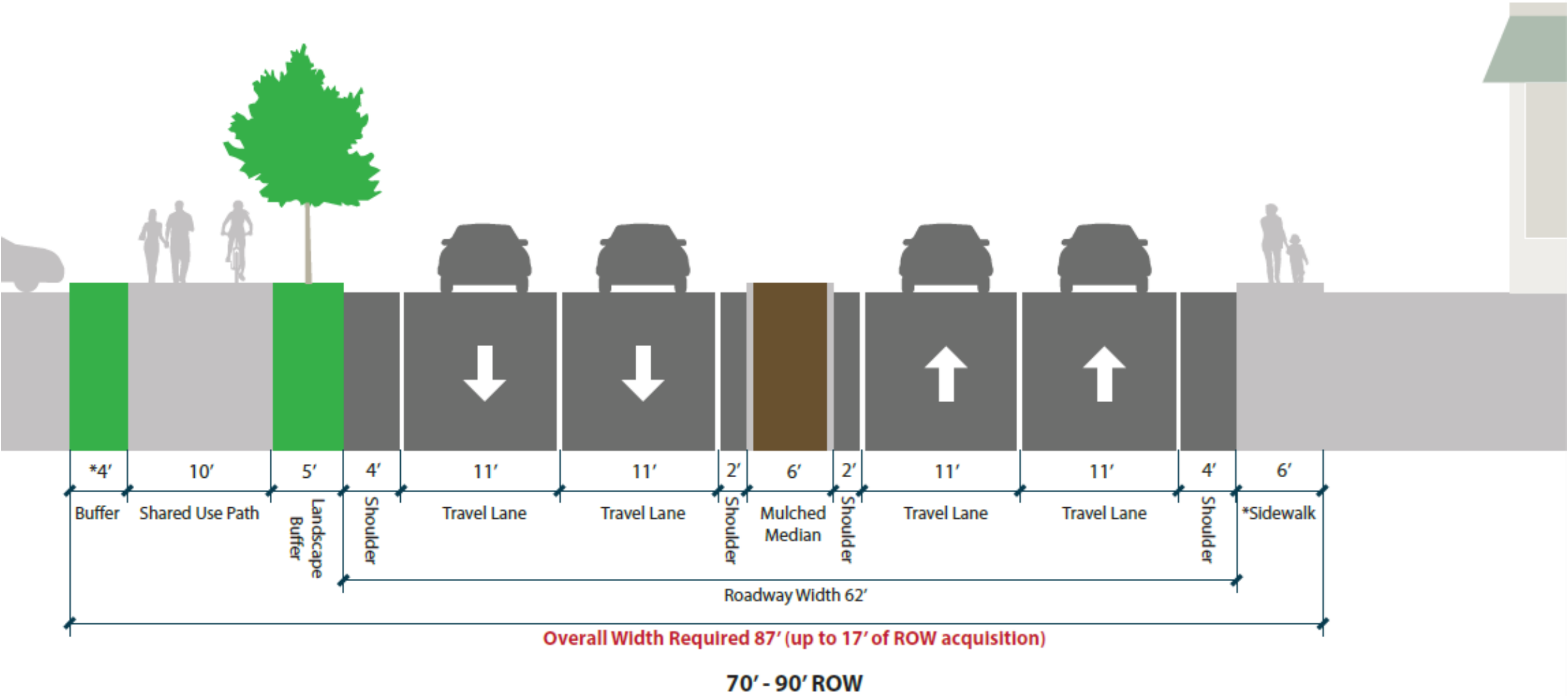
Existing Conditions (Typical)



Roadway Cross Section

- Maintain number of travel lanes
- Potentially add a median
- New shared-use path with landscaped buffer

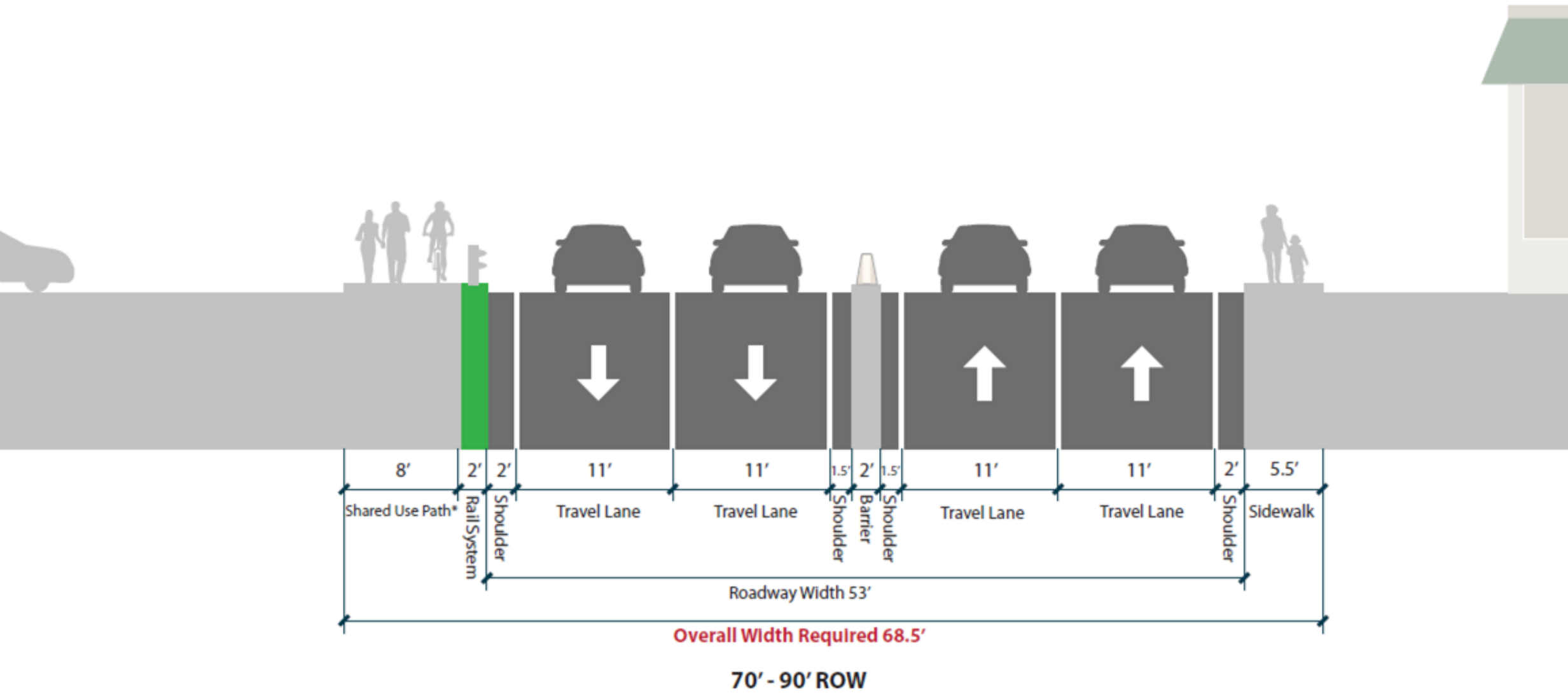
Preferred Section



Roadway Cross Section

- Maintain number of travel lanes
- Shifts to barrier in median
- Shared-use path narrowed and separated from traffic by guard rail

Constrained Section



Share your Questions and Comments



- Use the sheet at the sign-in table to join the list for public comment.



- Please state your name before your question or comment.



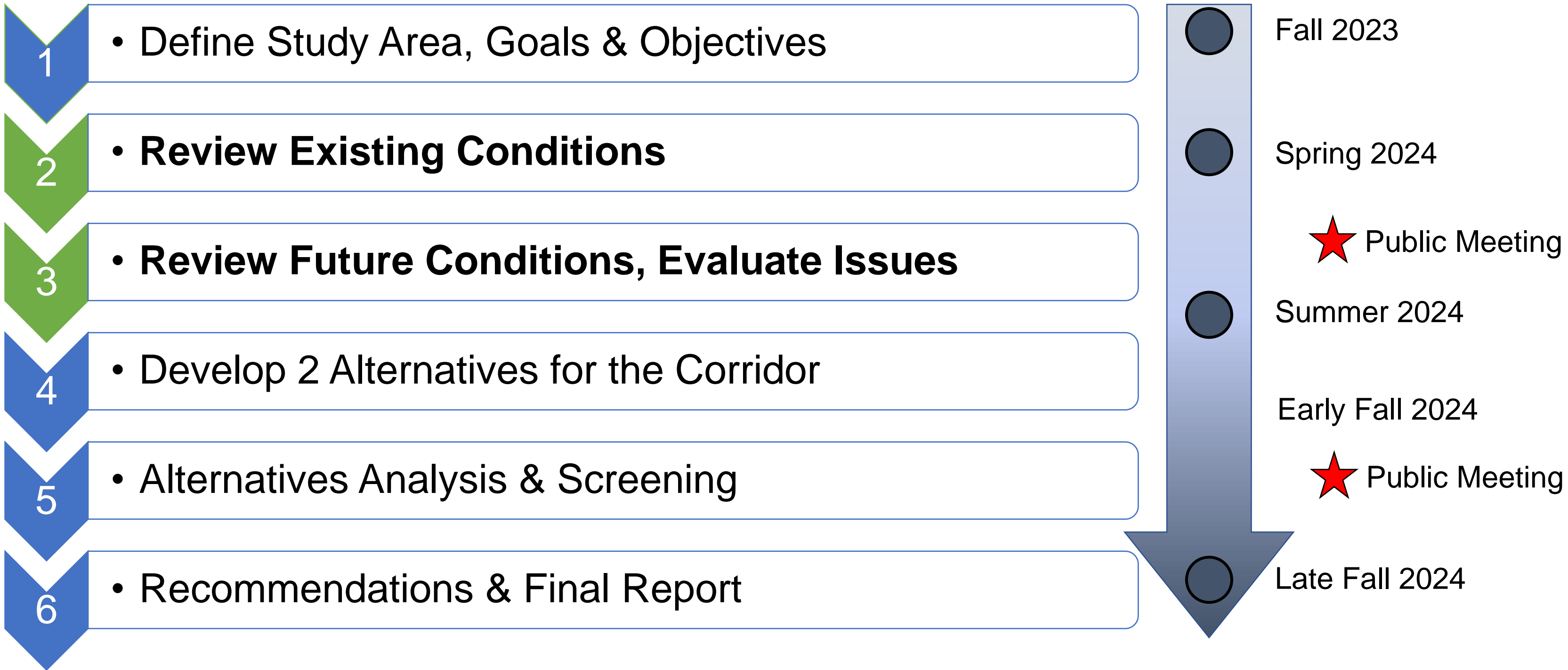
- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate.

Please be advised that all Questions and Comments are subject to disclosure for public records.

Feedback & Discussion for Long-Term Study

- Questions, thoughts, or comments about the Route 114 corridor?
- How could the Route 114 corridor be improved for people walking and biking?
- What else do you want to tell us?

Next Steps





Danvers/Peabody Route 114 Long-Term Safety Improvements Study

Contact Information:



massdotroute114safety-peabodydanvers@dot.state.ma.us

Attention: Office of Transportation Planning
10 Park Plaza, Suite 4150, Boston, MA 02116

<https://www.mass.gov/info-details/route-114-danverspeabody-long-term-improvements-study>