



# Danvers/Peabody Route 114 Long-Term Safety Improvements Study

*Public Information Meeting #2*

November 20, 2024 | 6:00 p.m.



# Public Meeting Notes and Procedures

## Notification of recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- All recordings and chat transcript will be considered a public record.
- If you are not comfortable being recorded, keep your microphone muted, and refrain from chatting in the transcript box. Otherwise, you may choose to excuse yourself from the meeting.
- Please hold all questions until the public comment period at the end of the meeting. There will be ample time for comments.

## Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the presentation.

**All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.**

# Zoom webinar controls



- Ask a question and share comments



- Drop down menu to check microphone and speakers



- Raise your hand - \*9 for users dialing in and Alt + Y to raise your hand



- If you are unable to access the internet or are having technical problems, please call into the meeting at [+1 309 205 3325], Webinar ID: [822 1004 5336], Passcode: [925294]



- Use the View button in the upper right-hand corner to adjust the meeting view settings to your preference

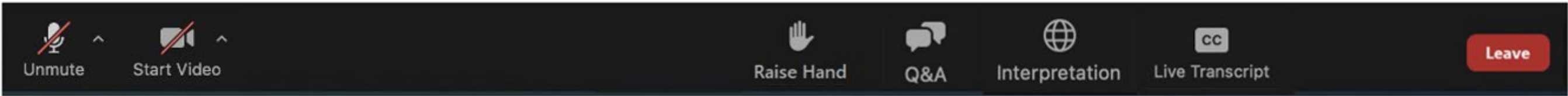


Live Transcript

- Closed captioning automatically generated by Zoom

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[1.888.799.9666]





# Agenda

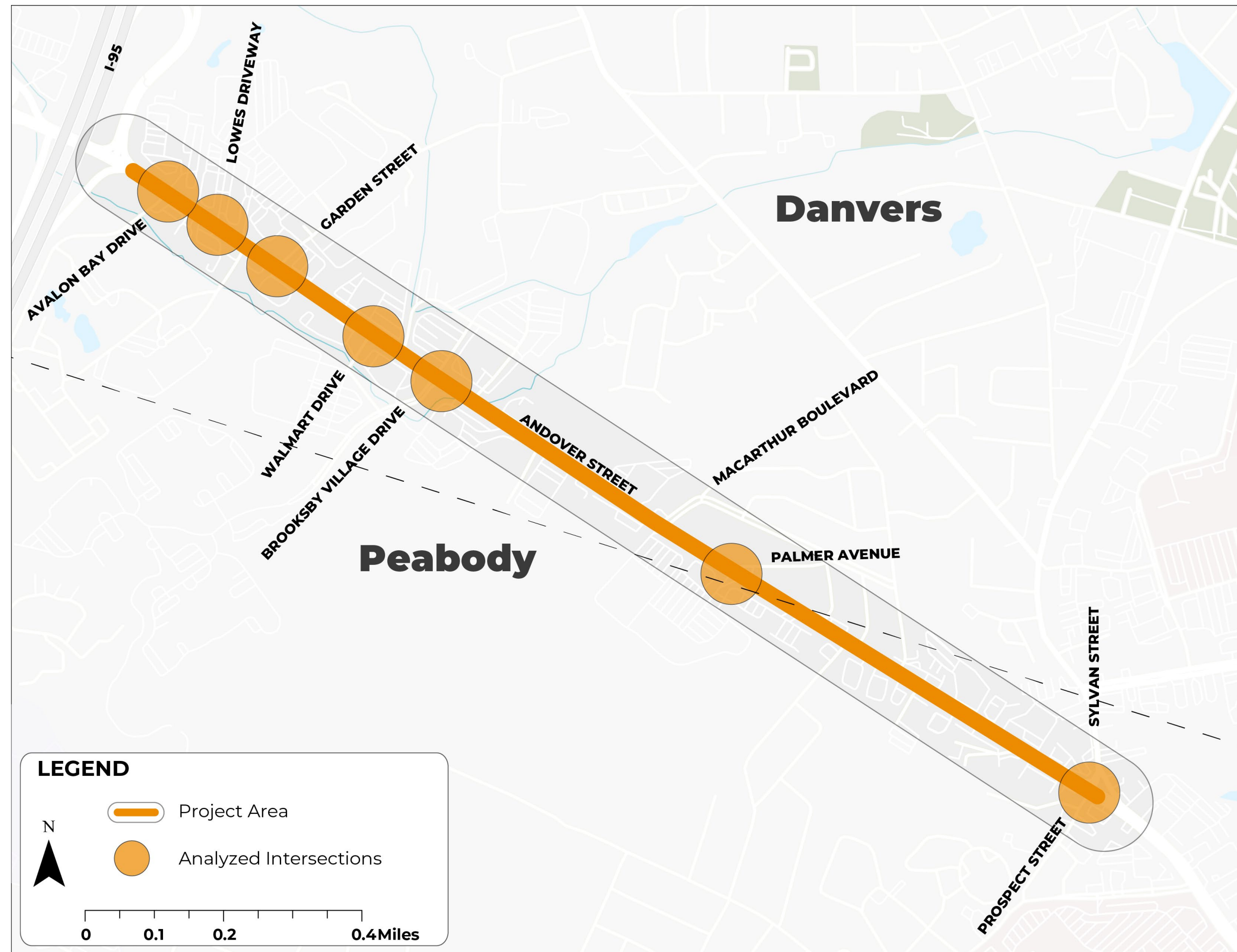
- 01 Welcome & Overview
- 02 Study Milestones
- 03 Review Alternatives
- 04 Review Alternatives Analysis
- 05 Feedback and Discussion
- 06 Next Steps





## Study Area

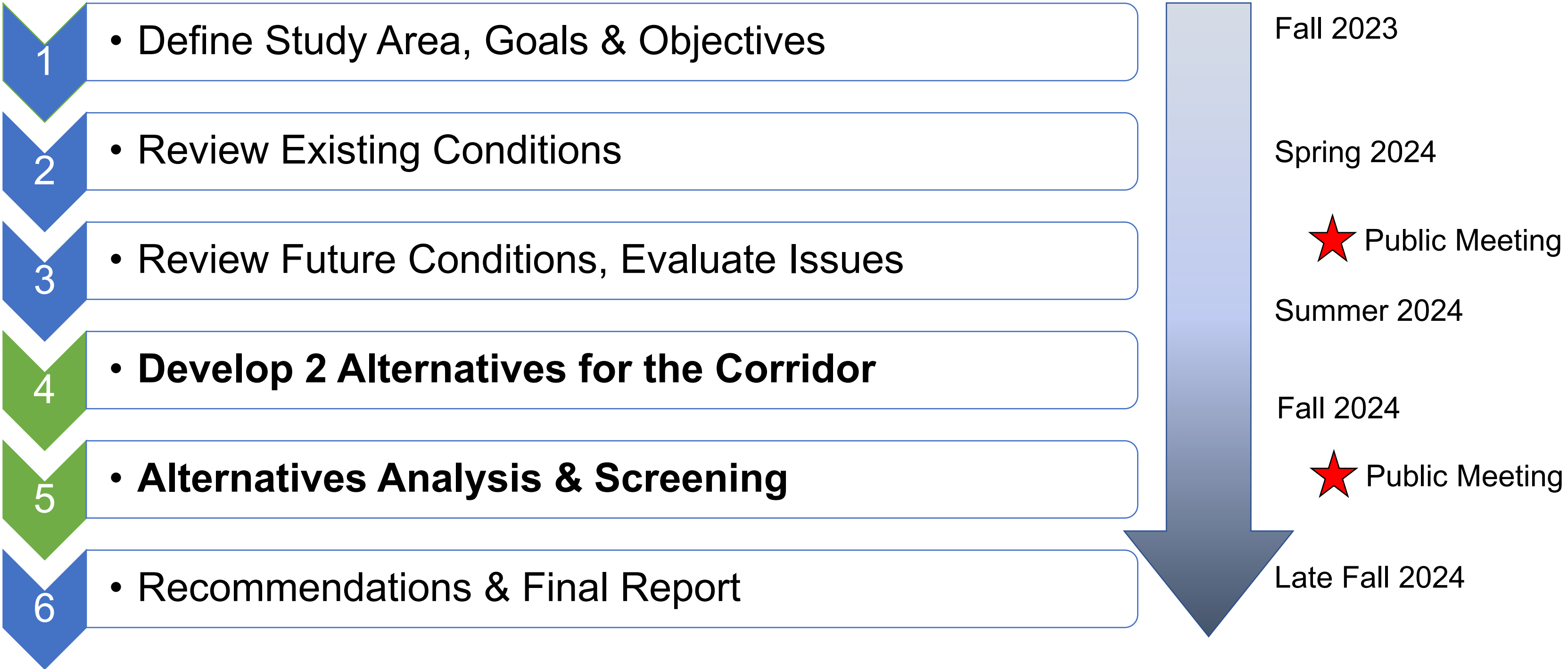
- Approximately 1.6 miles of Route 114
- From Avalon Bay Drive in Danvers to Sylvan Street/Prospect Street in Peabody
- 7 signalized intersections
- Multiple residential and commercial access driveways
- Danvers Rail Trail crossing (separated)



## Long-Term Study Goals

- Improve safety and comfort for all users in the corridor
- Provide mobility and accessibility for all transportation mode 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

# Long-term Study Process & Milestones





## Feedback From Public Meeting #1

- Support installation of a median to address safety issues in the corridor
- Concern about cut-through traffic in surrounding neighborhoods
- Many seniors discouraged from using Route 114 due to safety issues
- Speeding on Route 114 is a major issue
- Current roadway design discourages walking and bicycling

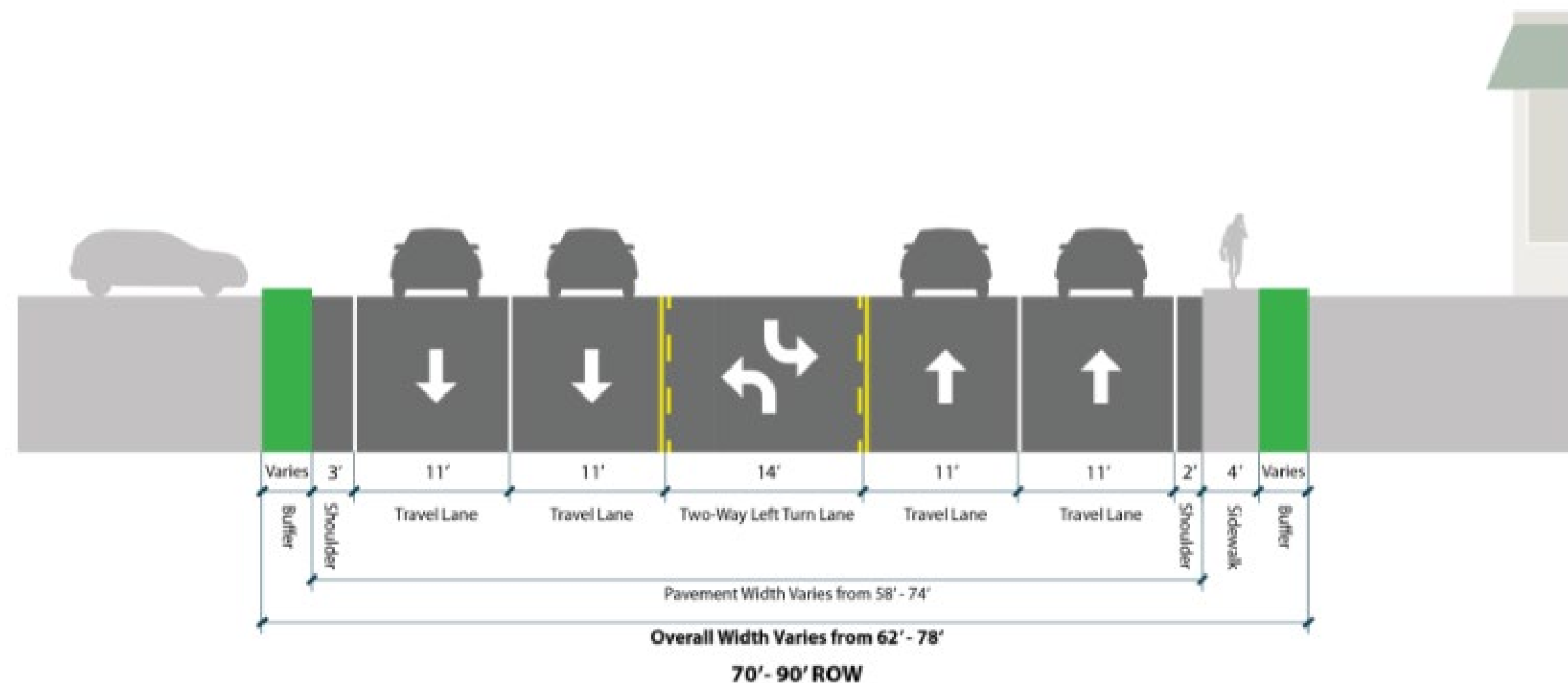




## Existing Conditions

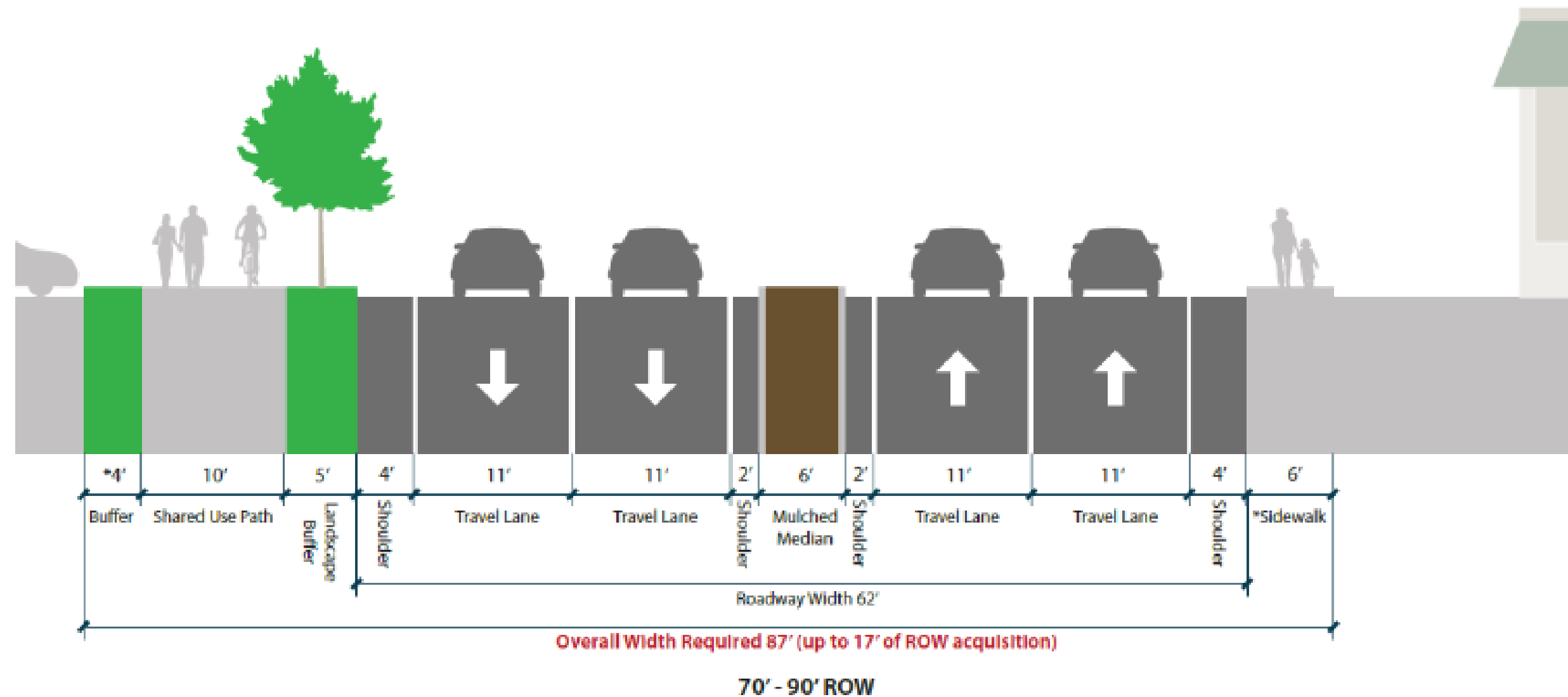
- 2 travel lanes in each direction
- Original Two-Way Center Left Turn Lane
  - Barriers prevent turns in some sections
- Sidewalk along north side
- Crosswalks and pedestrian signals at signalized intersections

### Existing Conditions (Typical)



## Alternative 1 - New Cross Section

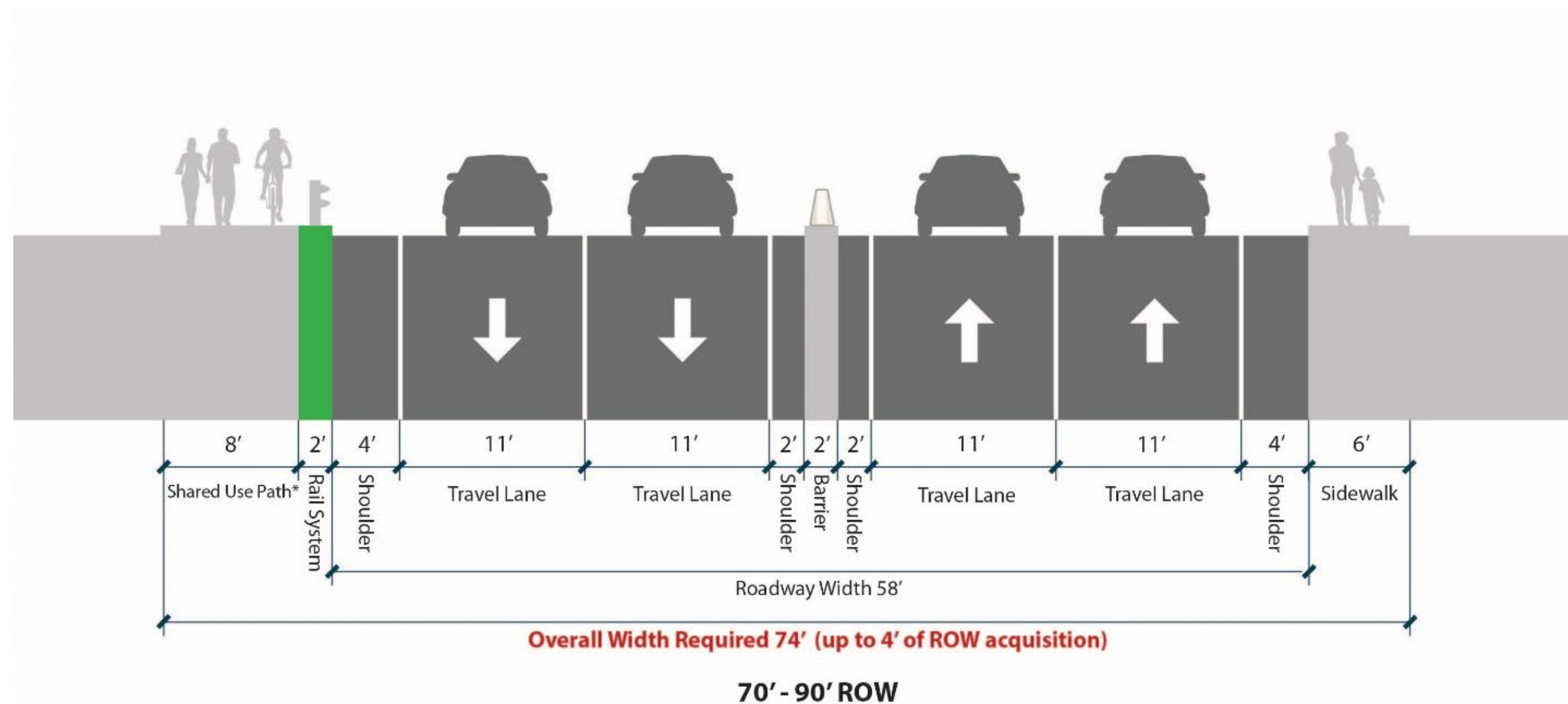
- 2 travel lanes in each direction
- Mulched Median in place of Two-Way Center Left Turn Lane
- Wider Roadway Shoulder for Improved Drainage
- Sidewalk along north side
- New Shared Use Path with landscape buffer along south side





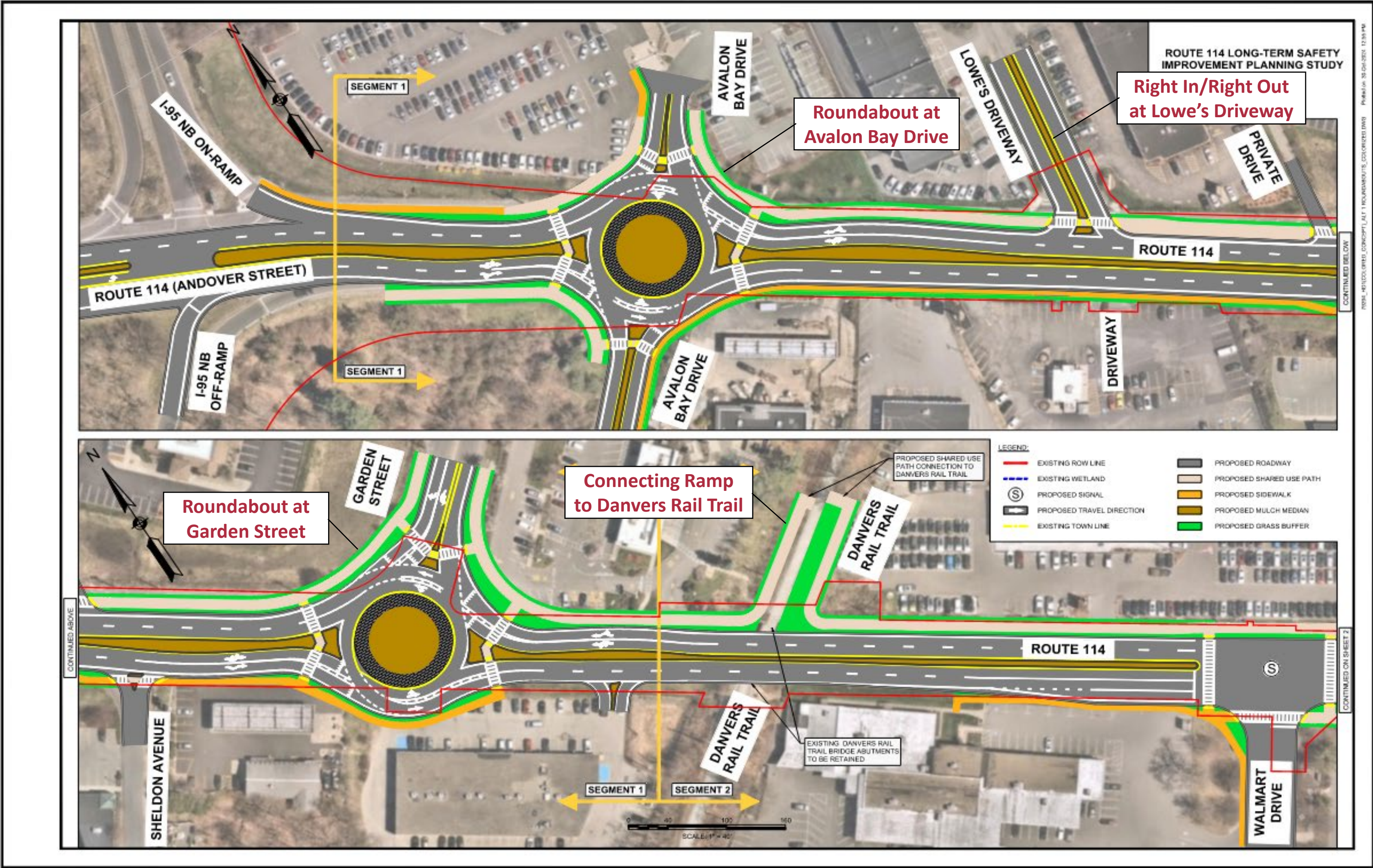
## Alternative 2 - New Cross Section

- 2 travel lanes in each direction
- Barrier Median in place of Two-Way Center Left Turn Lane
- Wider Roadway Shoulder for Improved Drainage
- Sidewalk along north side
- New Shared Use Path with barrier along south side



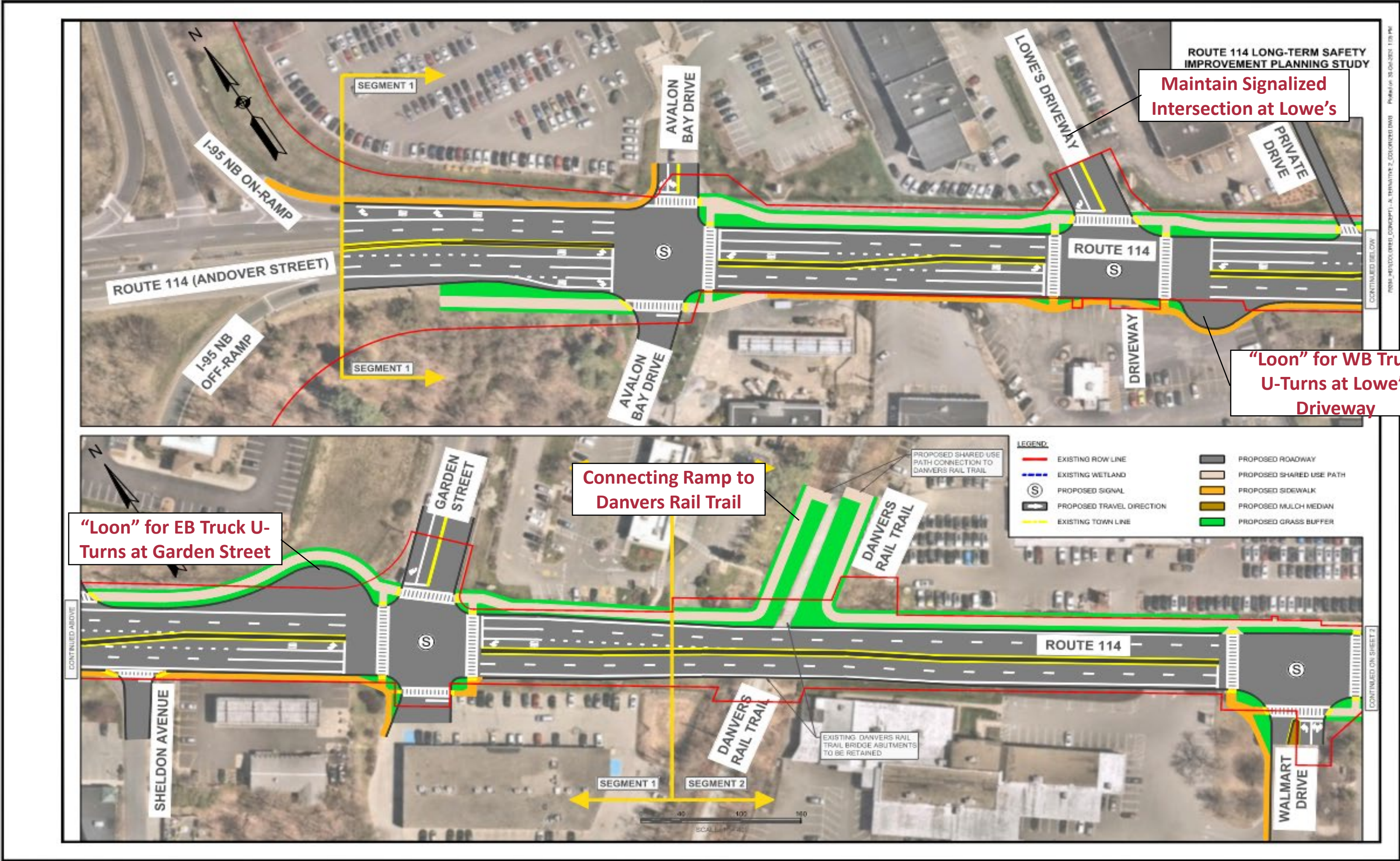


# Alternative 1 – Avalon Bay Drive to Garden Street



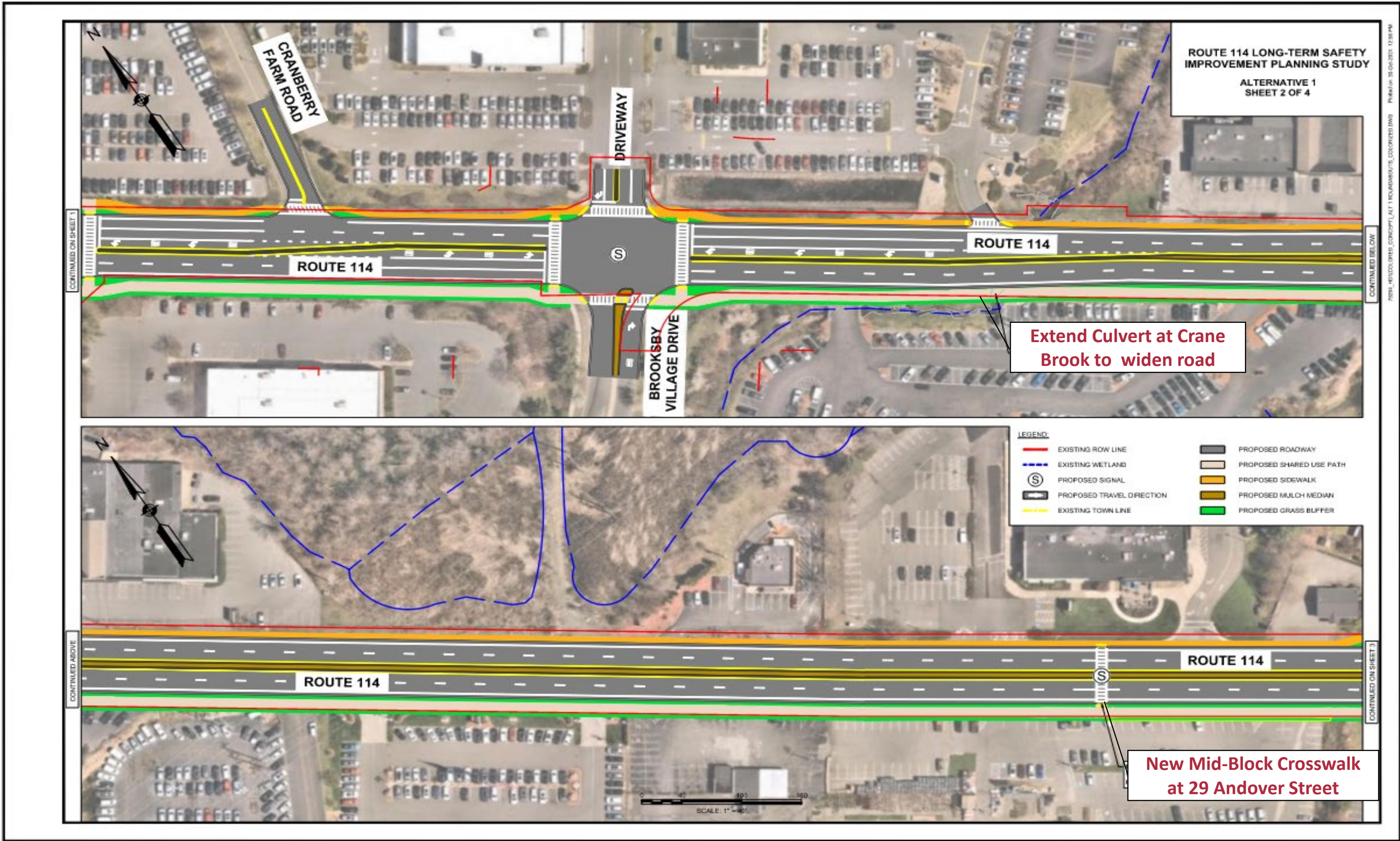


# Alternative 2 – Avalon Bay Drive to Garden Street



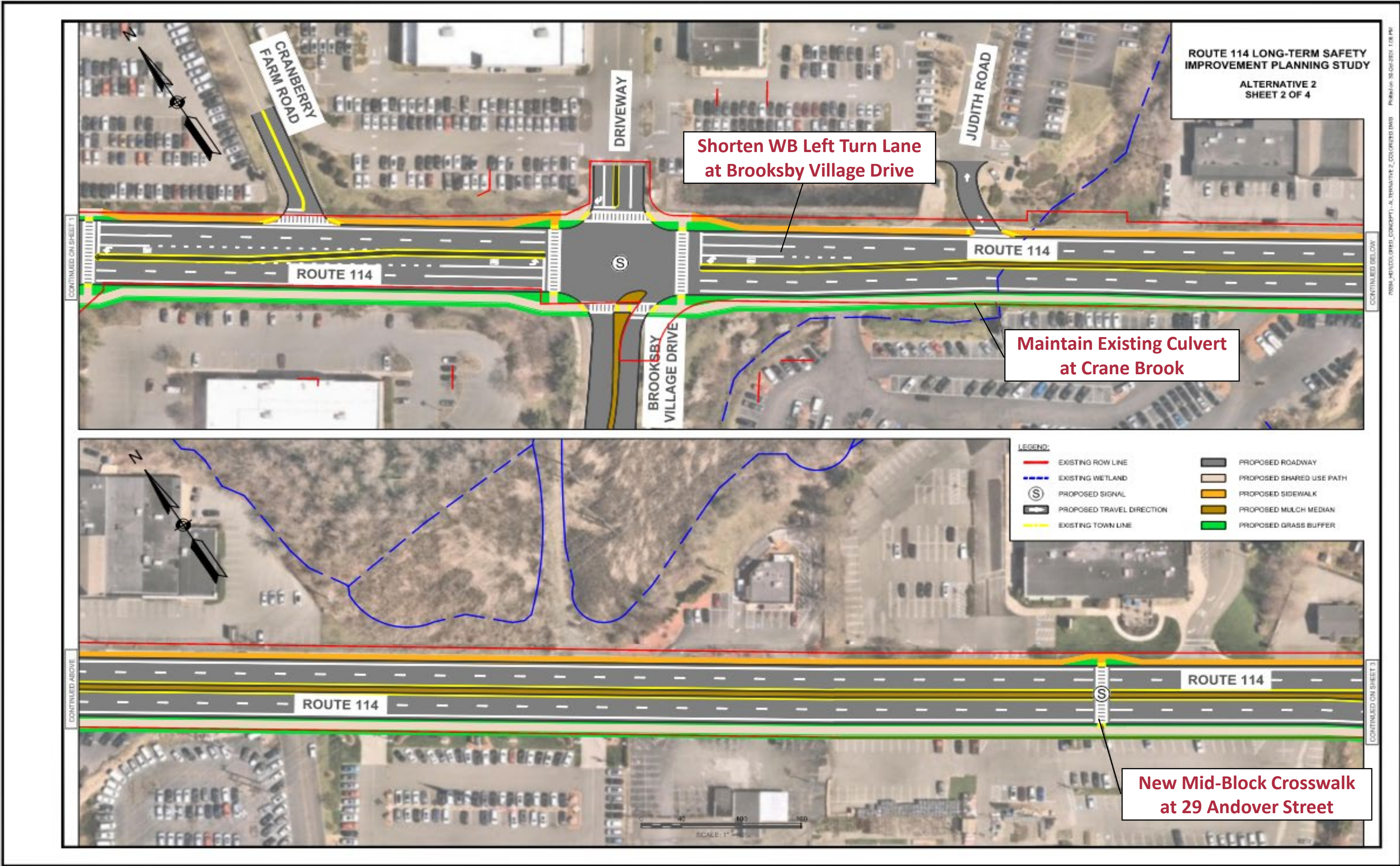


# Alternative 1 – Cranberry Farm Road to Kane’s Flower World



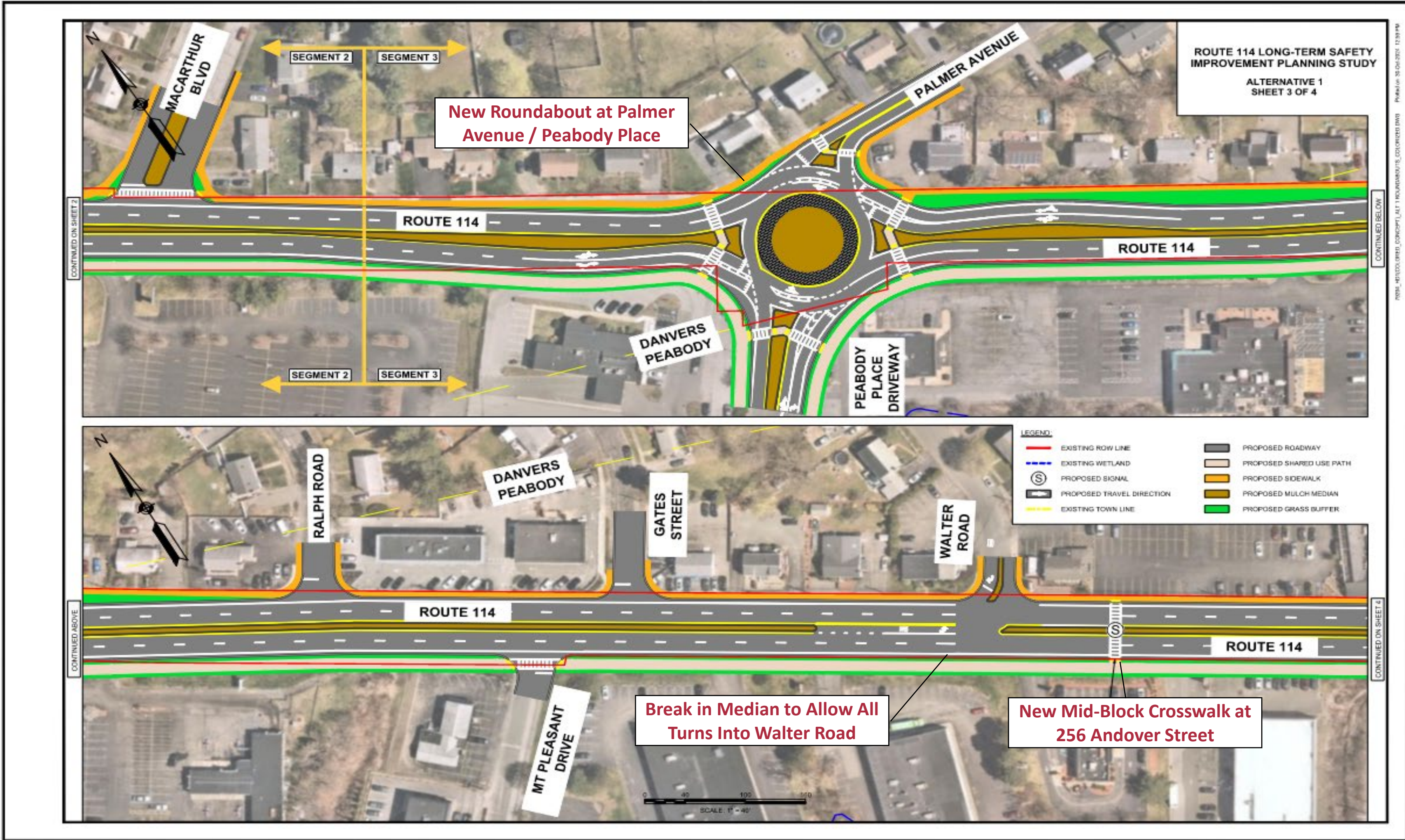


# Alternative 2 – Cranberry Farm Road to Kane’s Flower World



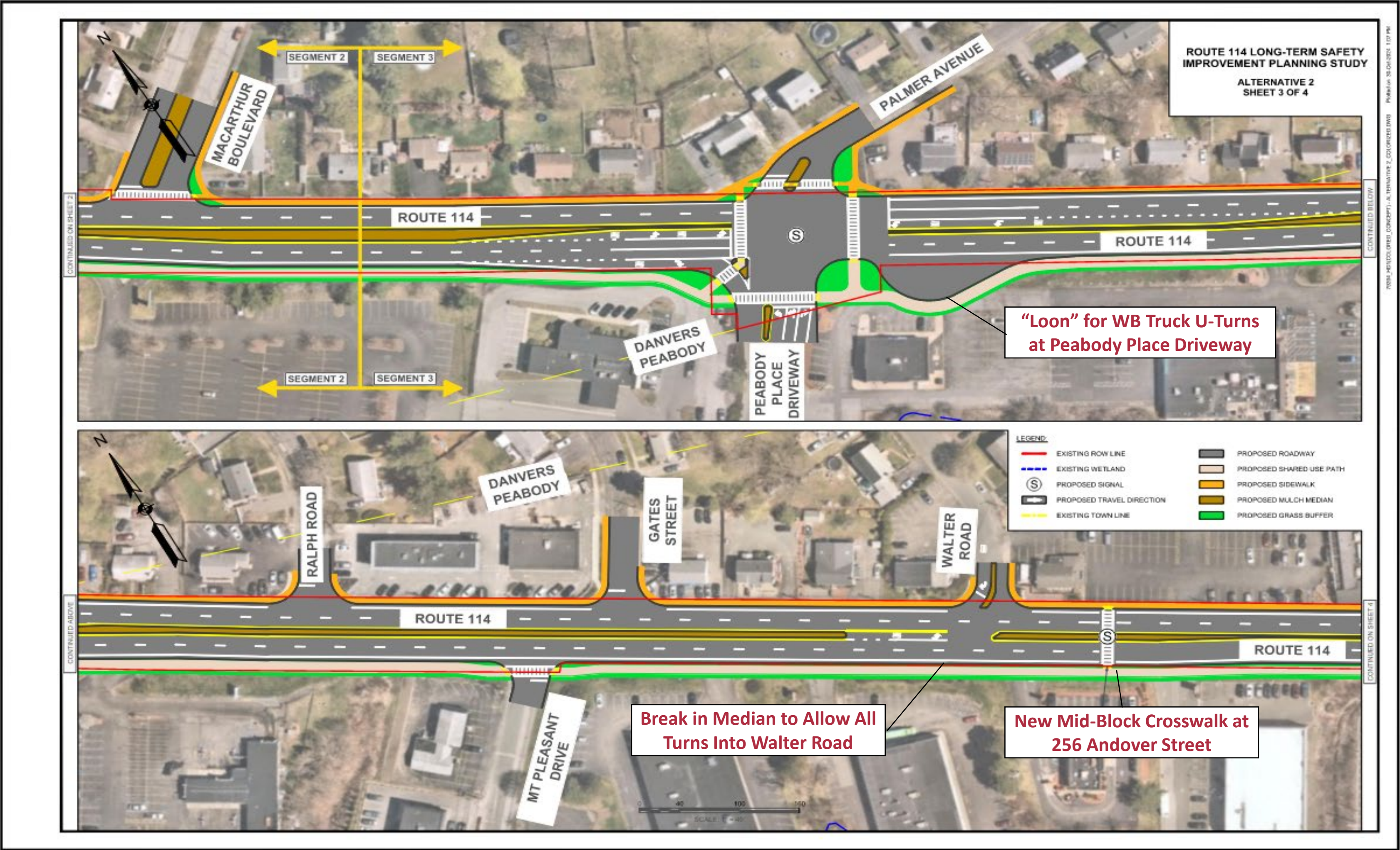


# Alternative 1 – MacArthur Road to Walter Road



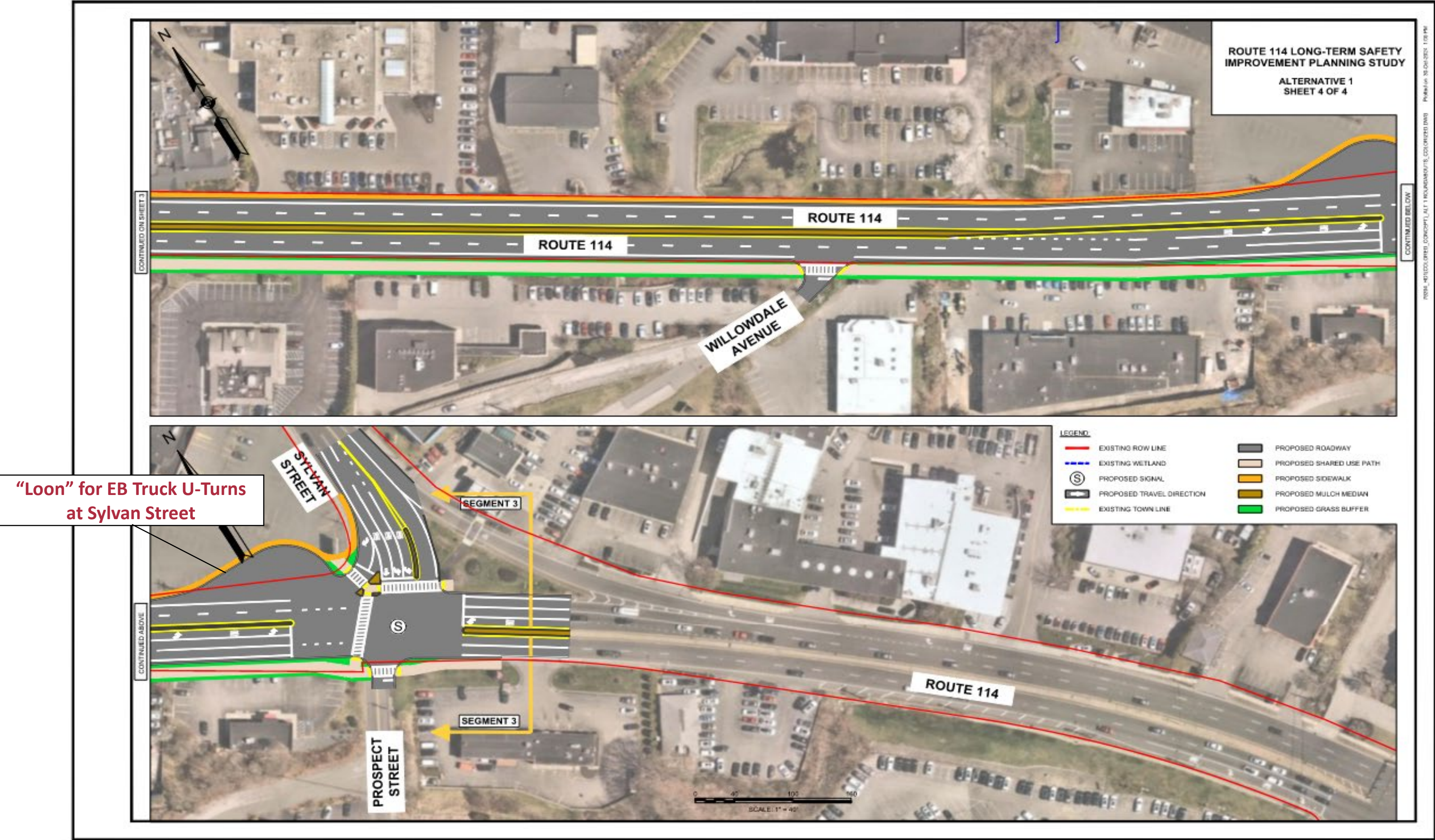


# Alternative 2– MacArthur Road to Walter Road



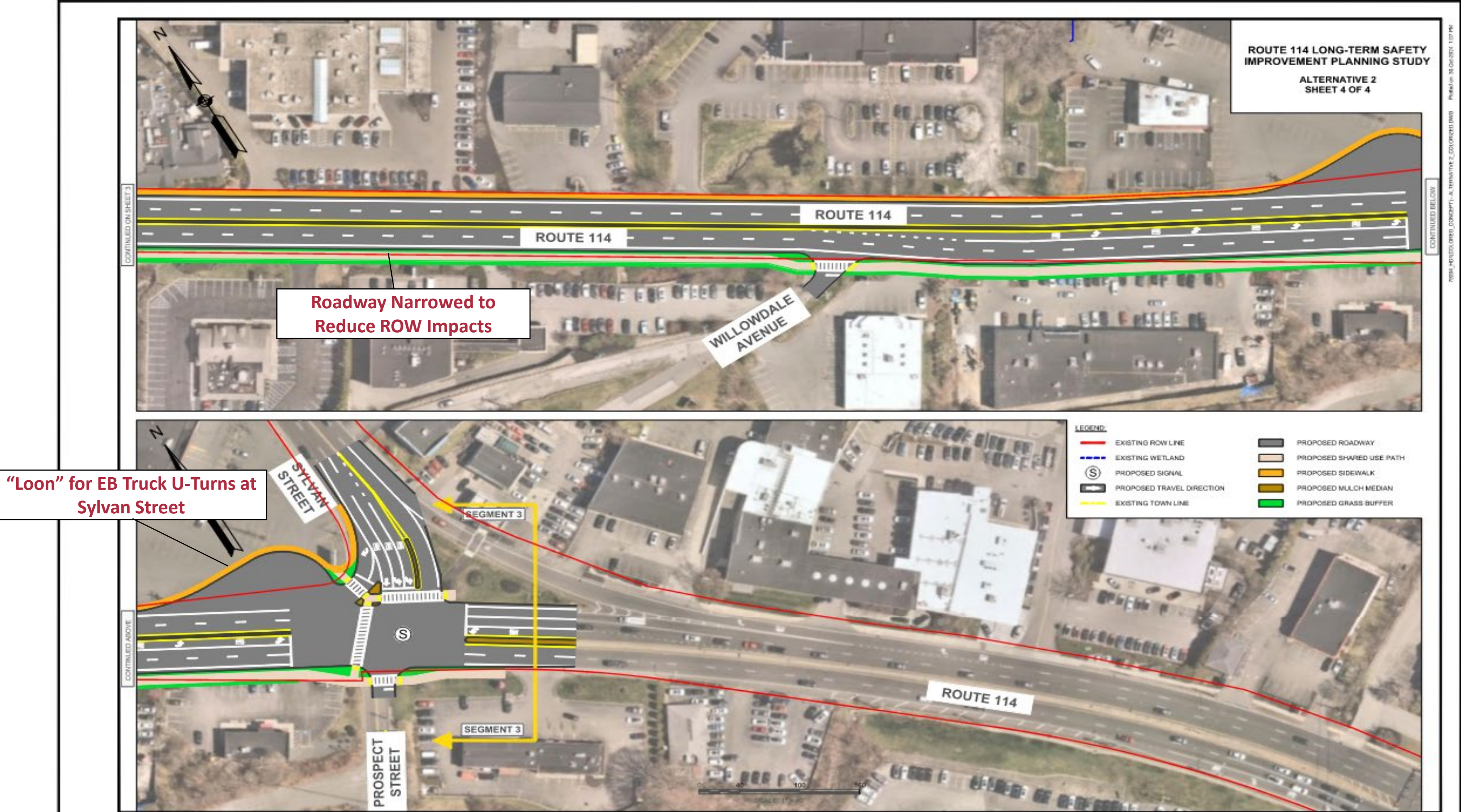


# Alternative 1 – Acura of Peabody to Sylvan Street





# Alternative 2 – Acura of Peabody to Sylvan Street





# Alternatives Analysis

1. Mobility and Access to Destinations
2. Safety
3. Environmental Effects
4. Community Effects / Environmental Justice
5. Land Use and Economic Development
6. Cost



# Alternatives Analysis – Mobility and Access to Destinations

## Existing Conditions – Vehicle Level of Service

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



# Alternatives Analysis – Mobility and Access to Destinations

## Weekday Evening Peak Hour – Vehicle Level of Service

Route 114 Intersection	Existing	Alt 1	Alt 2
Sylvan Street (S)	E	D	D
Willowdale Avenue (U)	A	A	A
Walter Road (U)	A	A	A
Mt Pleasant Drive/Gates Street (U)	A	A	A
Ralph Road (U)	A	A	A
Palmer Drive/Peabody Place Driveway (S)	C	B	C
MacArthur Boulevard Unsignalized (U)	A	A	A
Brooksby Village Drive Signalized (S)	B	C	C
Cranberry Farm Road (U)	A	A	A
Walmart Driveway (S)	B	C	C
Garden Street (S)	F	C	E
Sheldon Avenue (U)	A	A	A
Lowe’s Driveway (S)	B	A	C
Avalon Bay Drive (S)	C	C	C



# Alternatives Analysis – Mobility and Access to Destinations

## Saturday Mid-Day Peak Hour – Vehicle Level of Service

Route 114 Intersection	Existing	Alt 1	Alt 2
Sylvan Street (S)	D	D	D
Willowdale Avenue (U)	A	A	A
Walter Road (U)	B	A	A
Mt Pleasant Drive/Gates Street (U)	A	A	A
Ralph Road (U)	A	A	A
Palmer Drive/Peabody Place Driveway (S)	C	E	D
MacArthur Boulevard Unsignalized (U)	A	A	A
Brooksby Village Drive Signalized (S)	C	C	C
Cranberry Farm Road (U)	A	A	A
Walmart Driveway (S)	E	D	F
Garden Street (S)	F	C	D
Sheldon Avenue (U)	A	A	A
Lowe’s Driveway (S)	A	A	A
Avalon Bay Drive (S)	B	C	C



# Alternatives Analysis – Mobility and Access to Destinations

## Pedestrian and Bicycle Improvements

- Older adults, people with disabilities, and mobility device users would experience more comfortable pedestrian conditions because of the wider sidewalk and Shared Use Path, greater separation from vehicles, and additional crossing opportunities at new high visibility crosswalks, resulting in shorter, safer travel distances.
- Both Alternatives add two new mid-block crosswalks.



## Alternatives Analysis – Safety

### Both Alternatives would...

- Provide center median along Route 114 which is expected to reduce left-turn and head-on collisions,
- Include sidewalks, signalized crosswalks, and a Shared-Use Path to improve safety for pedestrians and bicycles, and
- Update traffic signals to provide protected left-turn phases as well as emergency vehicle preemption.

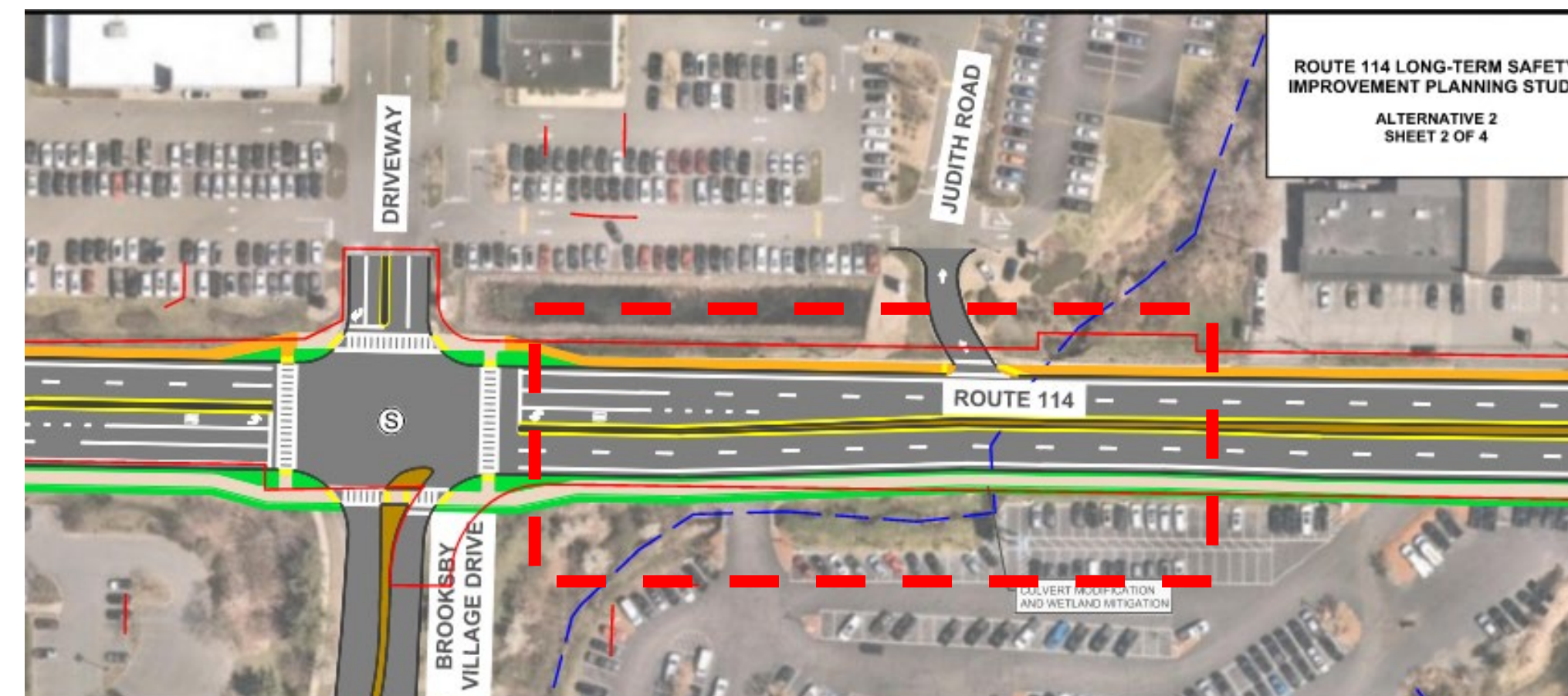
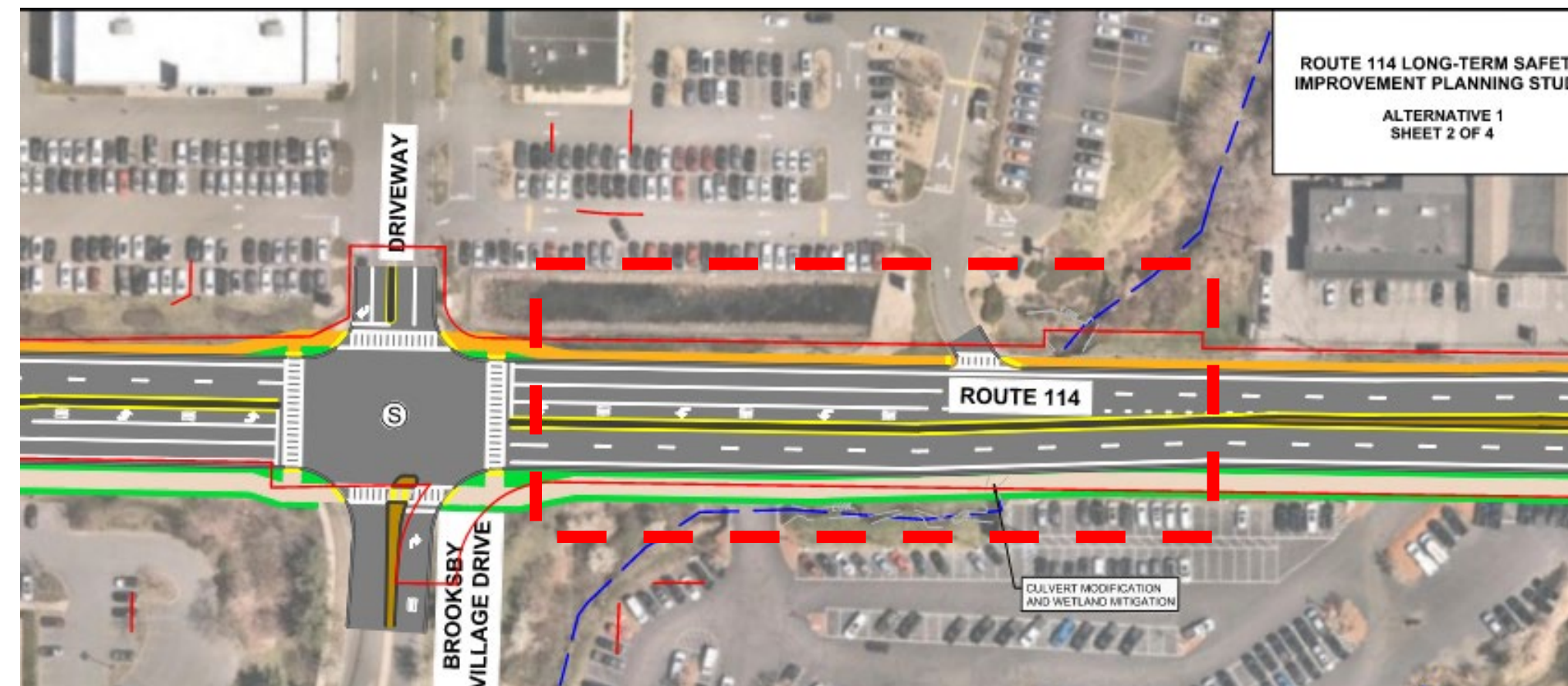
### Alternative 1 would...

- Install roundabouts to reduce speeds and enhance safety for all road users via traffic calming effects



## Alternatives Analysis – Environmental Effects

- Impacts on Crane Brook culvert east of Brooksby Village Drive →
  - Will require a “No-Rise Analysis”
- <5,000 square feet of cumulative impacts
- Not located within priority and/or estimated habitat





## Alternatives Analysis – Community Effects / Environmental Justice

### Both Alternatives would...

- Improve access equity outcomes for older adults, populations with disabilities, and mobility device users
- Provide accessibility, safety, and mobility improvements for the transportation disadvantaged and marginalized populations compared to existing conditions.

### Alternative 1 would...

- Create a more comfortable and safer environment for all users by decreasing conflict points and strengthening multimodal connections



# Alternatives Analysis – Land Use and Economic Development

## Both Alternatives would...

- Have parking impacts on businesses along south side,
- Encroach on the Vitamin Shoppe located at Peabody Place

## Alternative 1 would...

- Provide a longer westbound left-turn storage lane at Brooksby Village Drive

## Alternative 2 would...

- Have fewer parking space impacts
- Maintain signalized intersection for Lowe's Driveway



# Alternatives Analysis - Costs

## Comparison of Estimated Construction Costs

	Alternative 1	Alternative 2
Earthwork	\$2,357,945	\$1,852,110
Roadways	\$10,379,509	\$10,074,671
Traffic	\$2,270,000	\$2,170,000
Utilities	\$1,239,600	\$939,600
Environmental	\$966,667	\$966,667
Total Construction Cost	<b>\$17,213,721</b>	<b>\$16,003,048</b>
Design & Construction Contingencies (30%)	\$5,164,116	\$4,800,914
Total Construction Cost with Contingencies	<b>\$22,377,837</b>	<b>\$20,803,962</b>
Right of Way	128,900 SF = \$6,445,000	87,300 SF = \$4,365,000
Total Construction Cost with Contingencies and ROW	<b>\$28,822,837</b>	<b>\$25,168,962</b>
Escalation at 4% per year, 5 years	\$6,244,551	\$5,452,929
Total Price	<b>\$35,067,389</b>	<b>\$30,621,890</b>

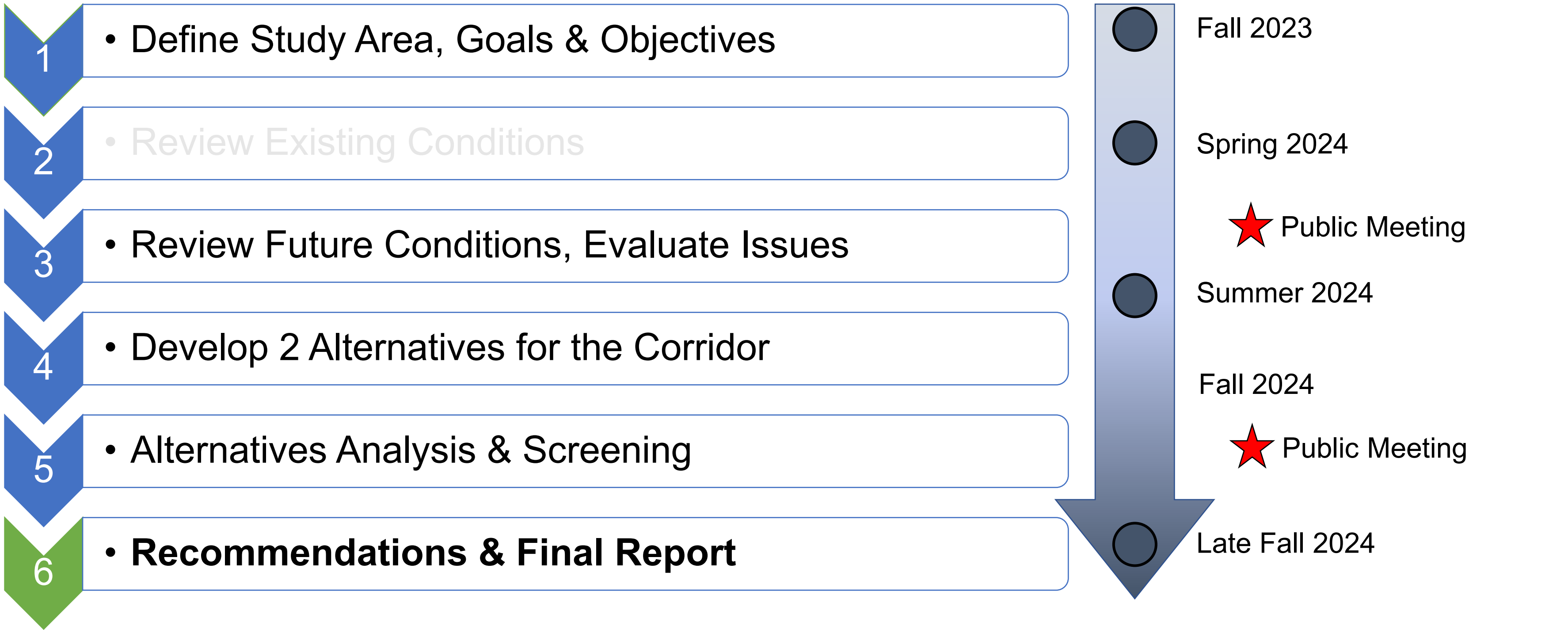




# Questions & Discussion



# Next Steps





# Questions and Answers



- “Raise your hand” to be unmuted for verbal questions



- Submit your questions and comments using the Q&A button



- Please state your name before your question



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

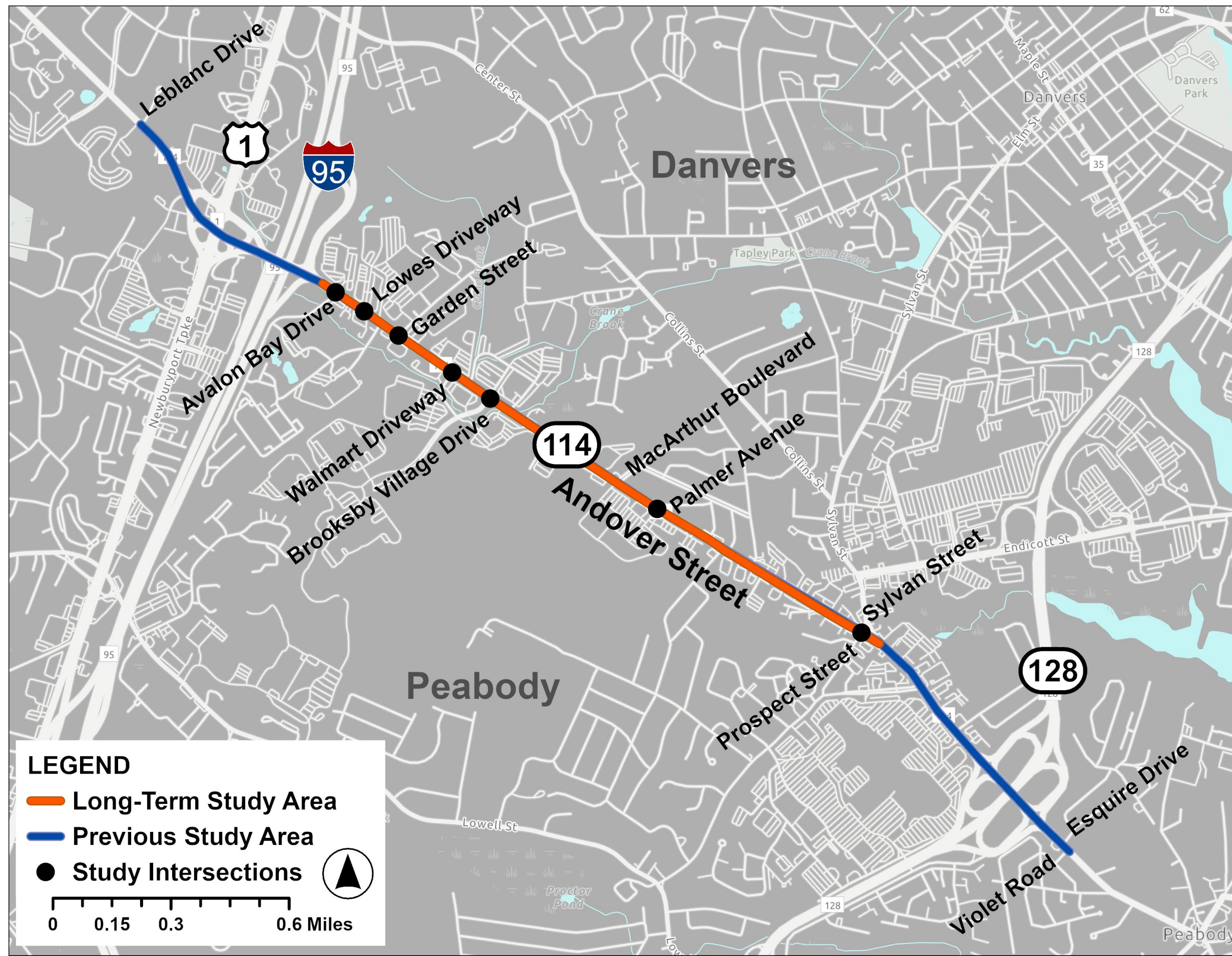


- To ask a question via phone, dial \*9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.

**All questions and comments are subject to disclosure for public records.  
Please use these functions for project related business only.**



## 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?





## Danvers/Peabody Route 114 Long-Term Safety Improvements Study

Contact Information:



[massdotroute114safety-peabodydanvers@dot.state.ma.us](mailto: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>