City of Beverly
Complete Streets Policy + Bicycle / Pedestrian Plan

Evaluating Municipal Partnerships
November 12, 2015
What is a complete street?
Streets that are safe, comfortable, and accessible for: All Users

Walking  Driving  Biking  Transit
City of Beverly Complete Streets Policy

The policy:

• “Codifies” the many aspects that the City already does
• Sets a general vision for a walkable and bikeable City in a context-sensitive manner
• Create incremental changes for an integrated network over the long term
• Provides a roadmap for implementation:
  - Routine maintenance
  - Reconstruction
  - Construction
• Allows for exceptions
• Includes metrics to gauge success
• Sets the City ready to access Complete Streets Certification funding when it becomes available
Bicycle + Pedestrian Priority Plan

Scope

• Create a network of on street bicycle facilities and identify priority locations for sidewalk improvements
• Focus on low cost/short term improvements
• Identify “bold moves” for additional bicycle facilities
• Provide recommendations to grow a bicycling culture
• Identify gaps in the pedestrian network and recommend highest priorities
## Bicycle Plan

<table>
<thead>
<tr>
<th>Project</th>
<th>Level of Future Effort Required*</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restriping using existing curb-to-curb</td>
<td>✓</td>
<td>Low-cost inclusion of bicycle facilities incorporated as a matter of routine</td>
</tr>
<tr>
<td>Rantoul Street reconstruction</td>
<td>✓</td>
<td>Project is scheduled for construction and funding allocated</td>
</tr>
<tr>
<td>Brimbal Avenue interchange redesign (Phase 1)</td>
<td></td>
<td>Project is in design phase and portion of funding is allocated for Phase I</td>
</tr>
<tr>
<td>Broadway as key bicycle connection</td>
<td></td>
<td>An advisory lane would be a high visibility, high impact statement at a key connection</td>
</tr>
<tr>
<td>Ober Street as advisory lane pilot, followed by other potential streets</td>
<td></td>
<td>Several opportunities for this low cost but innovative roadway treatment that treats the roadway as a shared space for cyclists and motorists</td>
</tr>
<tr>
<td>Salem-Beverly bridge intersection restriping</td>
<td>✓</td>
<td>Moderate, low cost steps can improve safety for bicyclists</td>
</tr>
<tr>
<td>Connections to Cummings Center</td>
<td></td>
<td>• A road diet on Elliot Street will require additional study to determine feasibility</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Off-road trails can be improved to provide a north-south connection</td>
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</tbody>
</table>
Pedestrian Priorities

High Priority Sidewalk Gaps
- Tozier Street
- Grover Street
- Common Lane
- Cole Street
- Boyle Street
Next Steps

1. Incorporate bicycle facilities as a matter of routine
2. Invest time and effort for one or more “bold moves”
3. Prioritize sidewalk investments proactively
4. Seek out additional funding sources
5. Work with adjacent communities
6. Work with community partners
7. Continue to promote walking and bicycling
Project Outcomes

• Complete Street Policy + Bike/Ped plan Adopted
• Established Process
• New bike lanes/ sharrows
• New sidewalk and improved ped facilities