

December 14, 2021

NE Connector Corridor: Bannerman Road Community Focus Group Meeting



Meeting Agenda

Welcome and Introductions

This meeting is being recorded and will be available as a public record

Blueprint Team Introductions

Megan Doherty, AICP: Blueprint Planning Manager & Project Manager

Dan Scheer, PE: Blueprint Design & Construction Manager

William Waldroff, PE: RS&H Project Manager (Consultant)

Community Focus Group Purpose and Overview

Duties of the Focus Group (CFG)

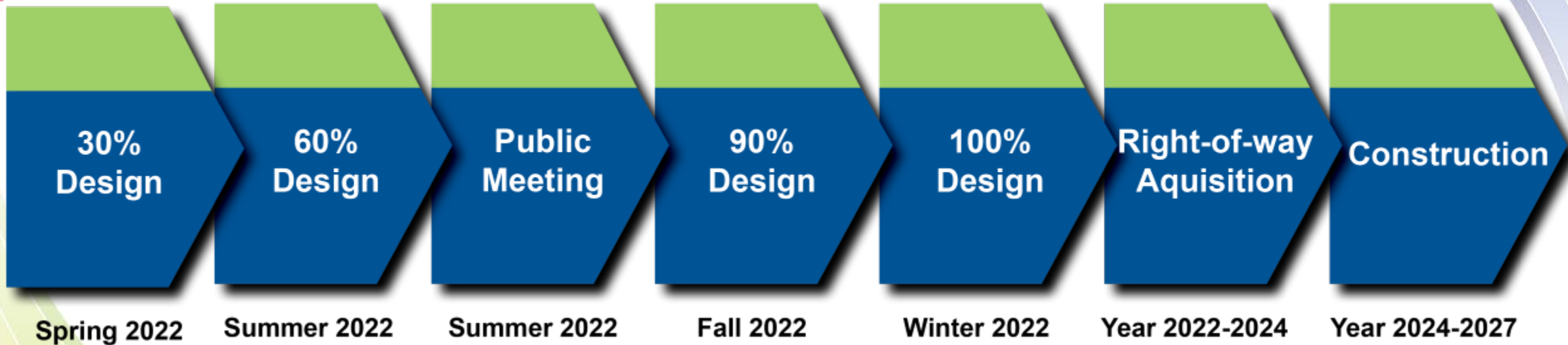
- Information sharing group focused on the Northeast Connector Corridor improvements, including Bannerman Road
- Membership is comprised of HOA representatives, local church leaders, and at large members
- The CFG is not a voting board nor an advisory board and therefore is not subject to Sunshine Laws.
- It will greatly benefit the project for CFG members to share information provided at this meeting

Meeting Agenda

1. Bannerman Road Project to Date
2. Recommended Typical Sections
3. Recommended Intersection Alternatives
4. Next Steps
5. Focus Group Questions

Project Schedule

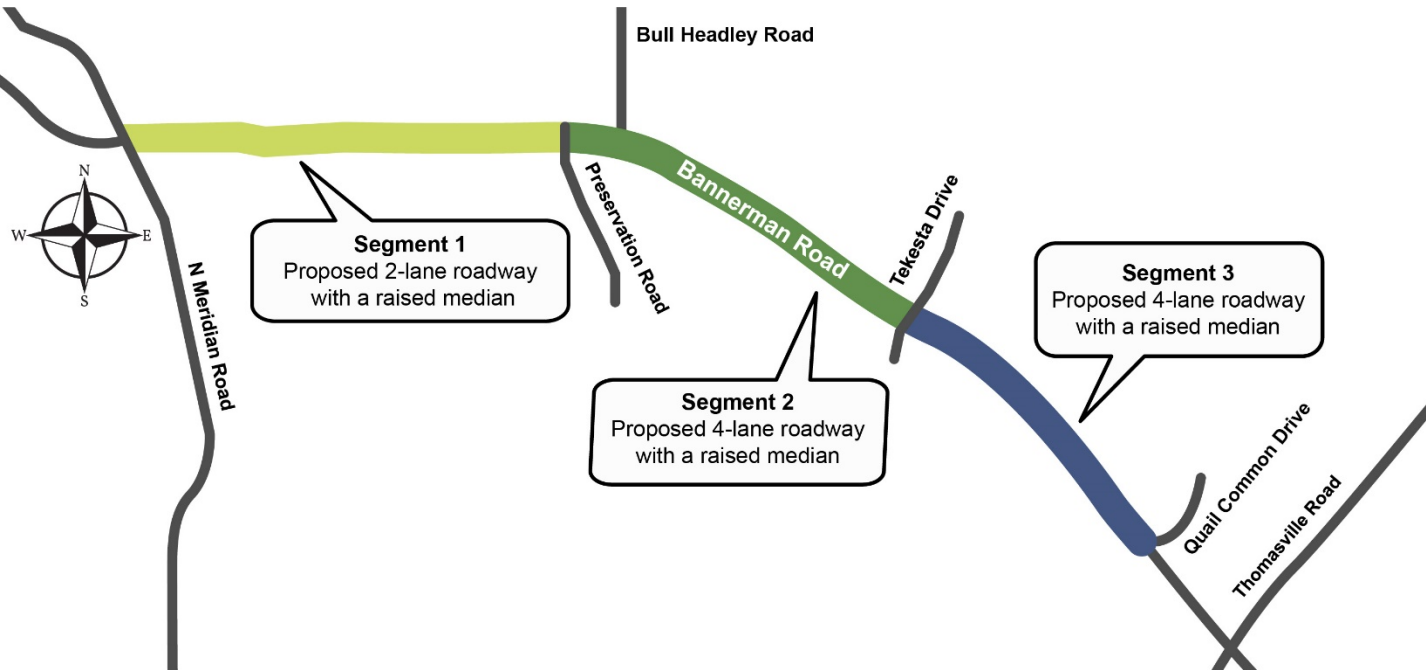
WE ARE HERE



Project Status Update

- Bannerman Road Final Engineering Report was published on December 2, 2021
- The project will proceed into Final Design beginning in early 2022
- Segments 2 and 3 will be designed first to accelerate completion and alleviate traffic
- Segment 1 will be designed on a separate timeline and completed after Segments 2 and 3

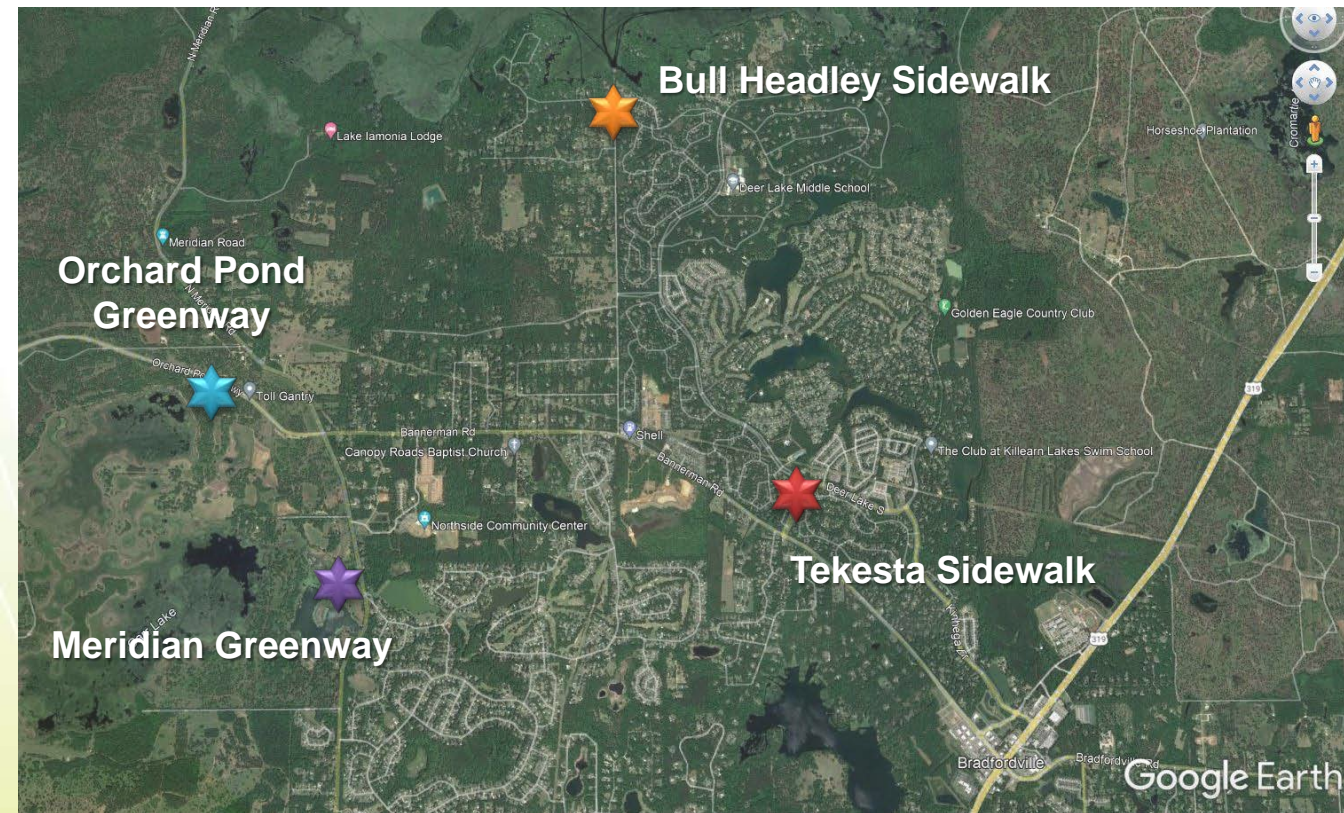
Project Map



Analysis Area:

- Segment 1: Meridian Road to Preservation Road
- Segment 2: Preservation Road to Tekesta Drive
- Segment 3: Tekesta Drive to Thomasville Road

Additional Projects Included in the Bannerman Road Project



- Orchard Pond Greenway Extension from Parking Area to Bannerman Road
- Bull Headley Sidewalk from Chadwick Way to Lake Iamonia Boat Ramp
- Tekesta Sidewalk and Parking Area from Bannerman Road to Deer Lake
- Meridian Road Greenway Feasibility Analysis

Recommended Typical Sections

Based on IA Board direction and community feedback:

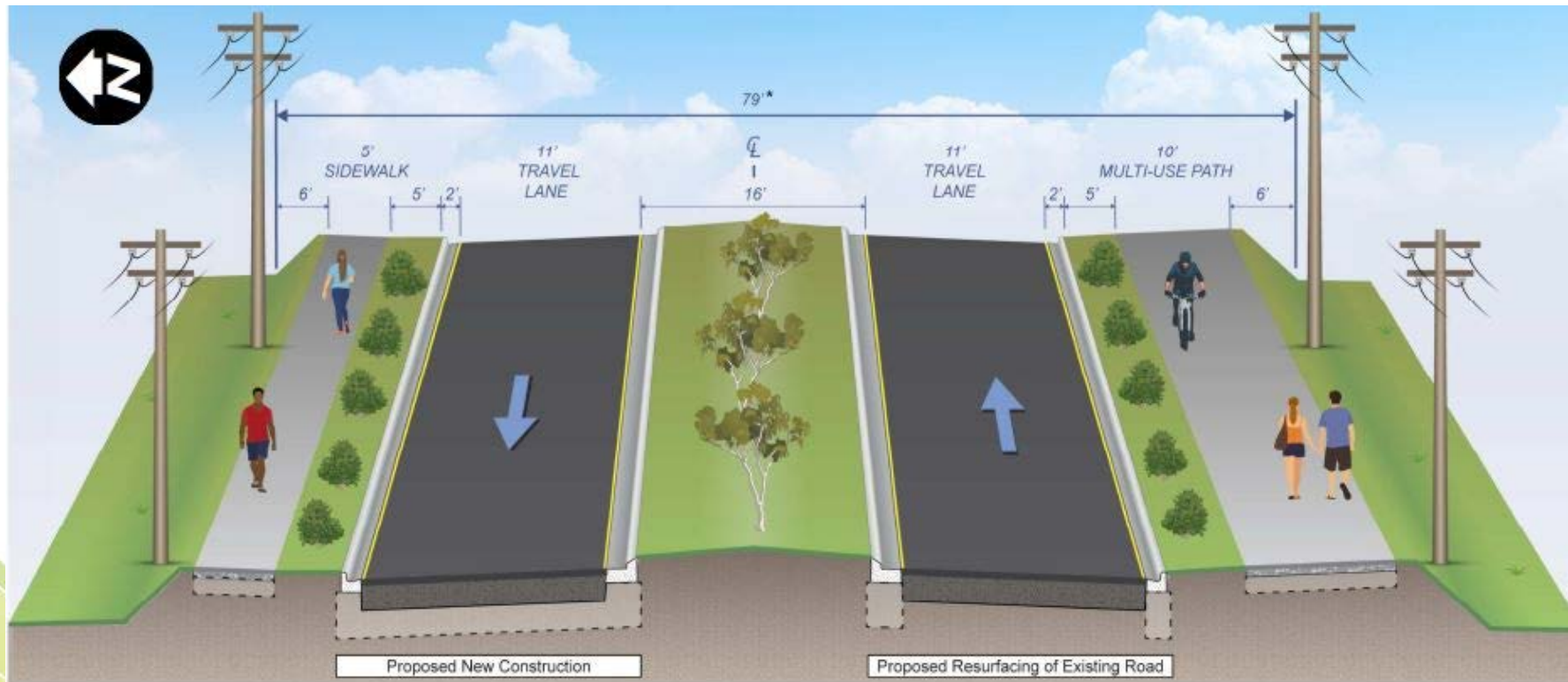
The recommended typical sections provide for:

- Widening to four lanes from Quail Common Drive to Preservation Road
- Raised median throughout corridor
- Closed drainage system with curb and gutter
- Increased safety and mobility through new multimodal facilities

Segment 1: Meridian Road to Preservation Road

Alternative A: Sidewalk and Multi-Use Path

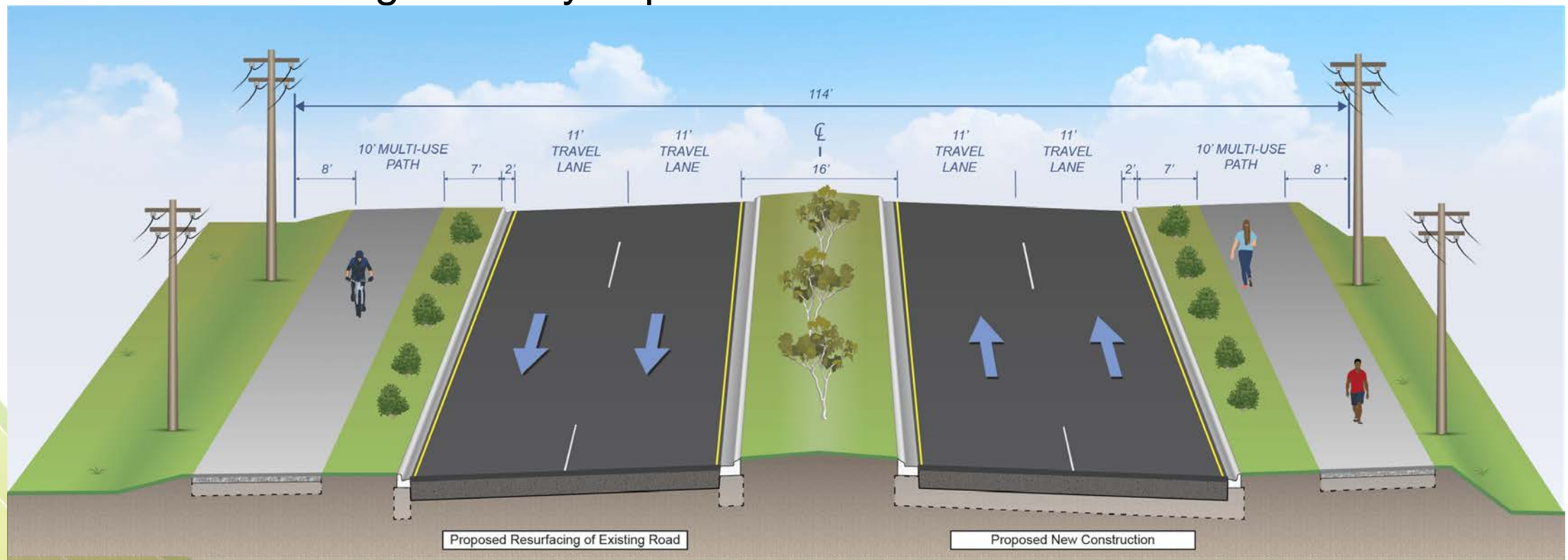
- Right-of-way impacts are minor as requested by public input
- Provides efficient mobility and connectivity to trail network



Segments 2 & 3: Preservation Road to Quail Common Drive

Alternative A: Multi-Use Path on Both Sides

- Provides greatest mobility through the corridor
- Additional right-of-way impacts are minor



Multimodal Facilities

Bannerman Road Survey and Community Engagement

- Winter 2021 Survey: 84% wanted walking and biking facilities
 - 70% specified preference for shared-use trail
- Spring 2021 Community Outreach

Multimodal Facilities

- Paved multiuse path has been shown to reduce crashes by 0.267 crashes per mile per year¹.
- Compared to riding in the street, riding on a bike path is associated with²:
 - 88% reduction in risk of injury for children
 - 86% reduction in risk of injury for adults

Other Benefits

- Economic (property values), public health, no negative impacts associated with crime.

For more visit: <https://blueprintia.org/greenways-benefits/>

1. Kittelson & Associates, Inc, prepared for Mass Trails. 2021. *Impacts of Shared Use Paths*. Retrieved from: <https://www.mass.gov/doc/masstrails-shared-use-path-impacts-study/download>

2. Mead, J., McGrane, A., et al. 2014. *Evaluation of Bicycle-Related Roadway Measures: A Summary of Available Research*. Retrieved from: https://www.pedbikeinfo.org/cms/downloads/06%2013%202014%20BIKESAFE%20Lit%20Review_FINAL.pdf#page=61

Recommended Intersection Alternatives

The recommended intersection alternatives provide for:

- Acceptable level of service for traffic movements through 2045
- Crossings for bicyclists and pedestrians
- Use of intersections by large vehicles
 - Emergency vehicles
 - Tractor-trailers in commercial areas
- Safety improvements

Meridian Road: Roundabout Recommended



- Single-lane roundabout
- Roundabout performs better operationally at both morning and afternoon peak hours
- High speed approach on Orchard Pond Parkway
- Reduces the risk of severe angle crashes
- Low speeds and short crosswalks for bicycles and pedestrians
- Opportunities for landscaping

Preservation Road: Unsignalized Intersection



- **Intersection**

- Does not have enough traffic to warrant a signal or roundabout

- **Roundabout Evaluation**

- Not warranted based on traffic
- Has major impacts to adjacent residences

- **Intersection Improvements**

- Free-flow right-turn onto eastbound Bannerman Road
- Acceleration lane onto westbound Bannerman Road

Bull Headley Road: Signal Recommended



- 4-lane Bannerman Road through intersection
- Signal has the same level of service in both the morning and afternoon peak hours as the 2-lane roundabout
- Best option for Fire Station No. 15 (via Fire Safety Leadership)
 - Reduced impacts
 - No impacts to circulation
 - No impacts to future improvement plans
- Reduced impacts for gas station
 - No anticipated right-of-way impacts to gas station property

Tekesta Drive: Signal Recommended



- Only alternative that meets the required level of service
- Compact footprint minimizes right-of-way impacts
- Reduced stormwater impact compared to roundabout
- Has two dedicated left-turn lanes from southbound Tekesta Drive to eastbound Bannerman Road as this is the dominant flow of morning traffic

Upcoming Project Steps

- Future design phases will provide more information such as driveways and cross section
- Public Engagement: Ongoing
- Using the data and technical analyses compiled in the Final Engineering Report, design will continue on the Bannerman Road improvements throughout 2022, with a goal of beginning construction in late 2023/early 2024

Project Website:
www.BannermanRoad.com

