



Select Board Meeting

Tuesday, August 6, 2024

7:00 PM

Select Board Room, Town Offices

36 Bartlet Street Andover, MA 01810

-
- I. **Call to Order – 7:00 P.M.**
 - II. **Opening Ceremonies**
 - A. Moment of Silence/Pledge of Allegiance
 - III. **Communications/Announcements/Liaison Reports**
 - IV. **Public Comment**
 - V. **Town Manager Report**
 - VI. **Regular Business**
 - A. Lincoln Street

Board to receive presentation and overview of proposed pedestrian safety improvements on Lincoln Street.
 - B. Sewer Rates – 2nd Reading

Board to consider voting to approve a sewer rate recommendation.
 - C. Historic District Study Committee

Board to discuss and consider voting to appoint members of the Central Street Historic District Study Committee.
 - D. FY 2025 Select Board and Town Manager Goals

Town Manager and Board to discuss potential goals and consider voting to adopt goals for FY 2025.
 - E. Establishment of Town Manager’s FY 2025 Annual Salary

Board to vote to establish Town Manager’s FY 2025 Annual Salary.
 - F. Retirement Board Appointment Process

Board to discuss Retirement Board member appointment process.
 - G. September 3, 2024 State Primary Warrant

Board to consider voting to approve the September 3, 2024 State Primary Warrant.

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TOWN OF ANDOVER
AUG 14 2024

VII. Consent Agenda

Appointments by the Town Manager

A. Board to vote that the following appointments by the Town Manager be approved.

Department	Name	Position	Rate/Term	Date of Hire
Community Development & Planning	Angela Whitney <i>(Barbara Burke)</i>	Office Assistant	\$57,358.69/year	09/09/2024
Facilities	Patrick Goddard <i>Per-Diem</i>	Part-Time Project Manager	\$70/hour	08/07/2024
Conservation Commission	Stuart Rubin	Member	06/30/2027	07/01/2024
Memorial Hall Library Trustees	Sarah Klock	Member	06/30/2027	09/09/2024

VIII. Approval of Minutes

A. Board to approve minutes from the following meetings:

1. July 17, 2024 Select Board Meeting
2. July 22, 2024 Subcommittee on Central Street Historic District Study Committee
3. July 24, 2024 Subcommittee on Central Street Historic District Study Committee

IX. Adjourn

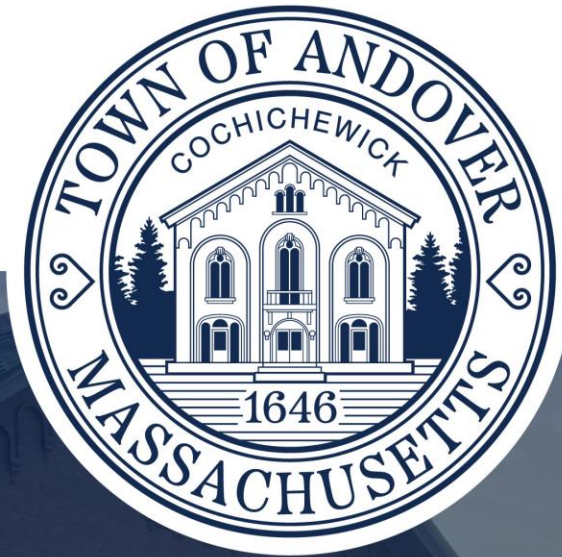
If any member of the public wishing to attend this meeting seeks special accommodations in accordance with the Americans with Disabilities Act, please contact Amy Heidebrecht in the Town Manager's Office at 978-623-8213 or by email at amy.heidebrecht@andoverma.us

MEETINGS ARE TELEVISED ON
COMCAST CHANNEL 22 AND VERIZON CHANNEL 45

RECEIVED
TOWN CLERK'S OFFICE
2024 AUG -2 PM 4:06
TOWN OF ANDOVER, MASS

Lincoln Street Corridor

Proposed Safety Improvements



6/25/24 Public Information Session

ANDOVERMA.GOV

Agenda

- Introductions
- Current Conditions & History
- Connection to Complete Streets
- Recap of 4/10/24 Public Information Meeting
- Neighborhood Data and Alternatives Requests
- TEC Report and Analysis
- Recommendations

Current Conditions

- **What are the issues?**

- Heavily traveled roadway for students and pedestrians walking and biking
- Variable width of road makes an ADA accessible sidewalk challenging in sections
- Vehicle speed
- Cut-through traffic



History

- **What options have been evaluated by the Town?**
 - Installing a 5' sidewalk and keeping two 12' lanes of traffic on Lincoln from Marilyn Road to Lowell Street
 - Installing a 5' sidewalk from Marilyn Rd to Lowell St and converting this segment to one way permanently
 - Installing a sidewalk extension through the Marilyn neighborhood instead of down Lincoln Street
 - Turn the entirety of Lincoln St to a one way. This will allow the Town to install an 8'-10' shared use path along the entire road from Shawsheen to Lowell



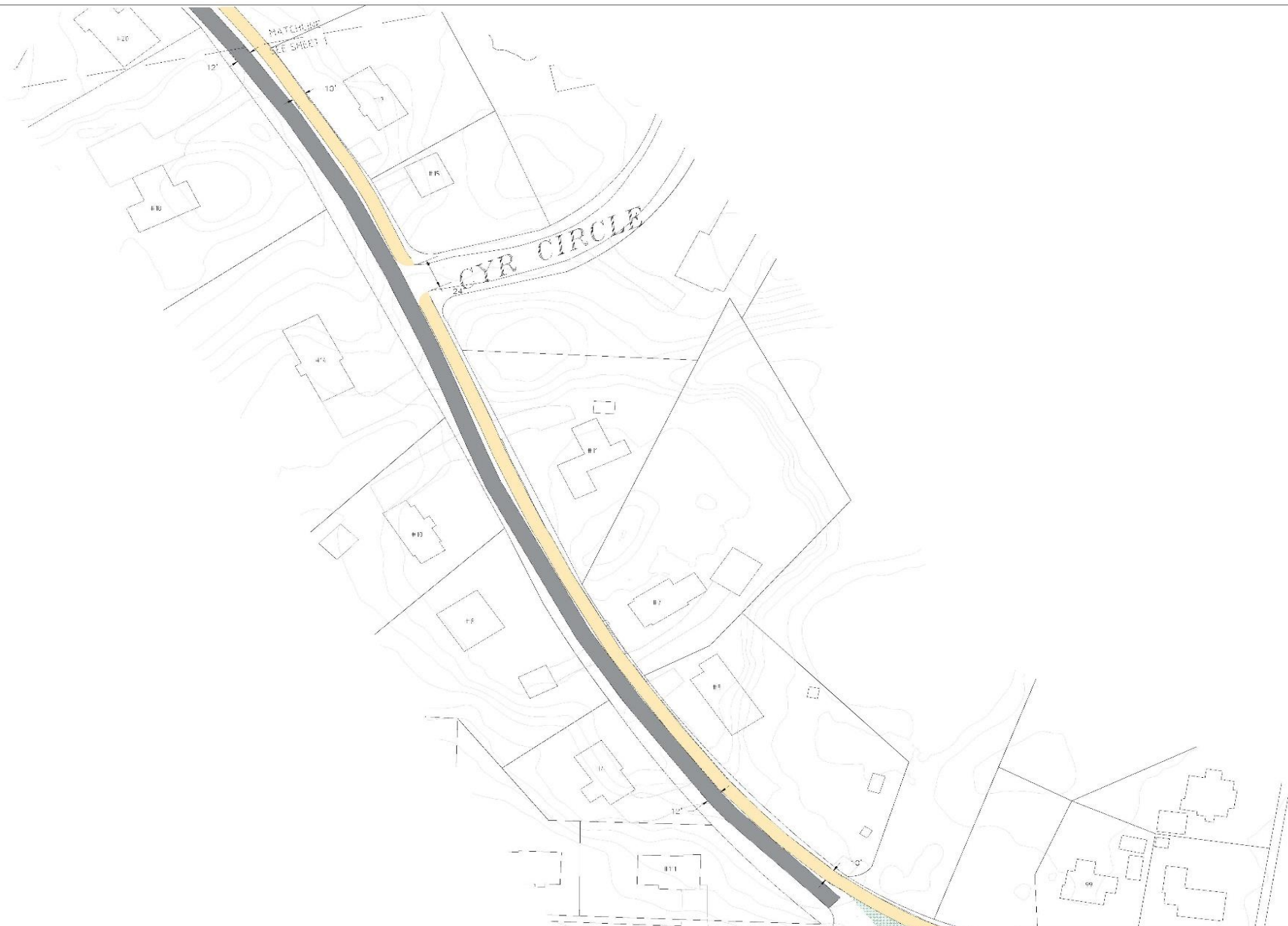
TOWN OF ANDOVER, MA

ANDOVER, MA 01810

SHARED USE PATH
LINCOLN STREET

REVISIONS		DESCRIPTION
DATE	CH. BY	





SHAWSHOEN ROAD

TOWN OF ANDOVER, MA
ANDOVER, MA 01810

**SHARED USE PATH
LINCOLN STREET**

ARTHUR G. MARTINEAU II
TOWN ENGINEER

4/5/2024
SCALE: 1"=20'
SHEET 1 OF 2



REVISIONS		
DATE	CHG BY	DESCRIPTION

DRAWN BY: JZA

PROFESSIONAL ENGINEER

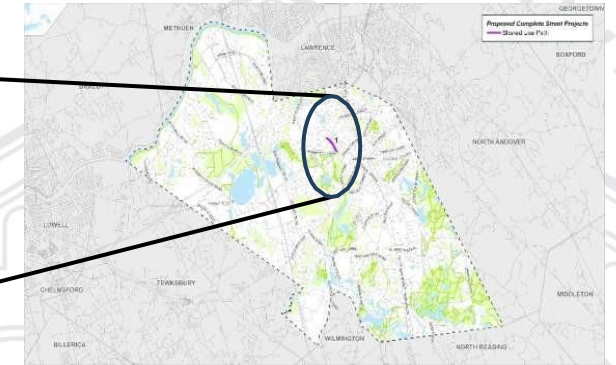
Complete Streets

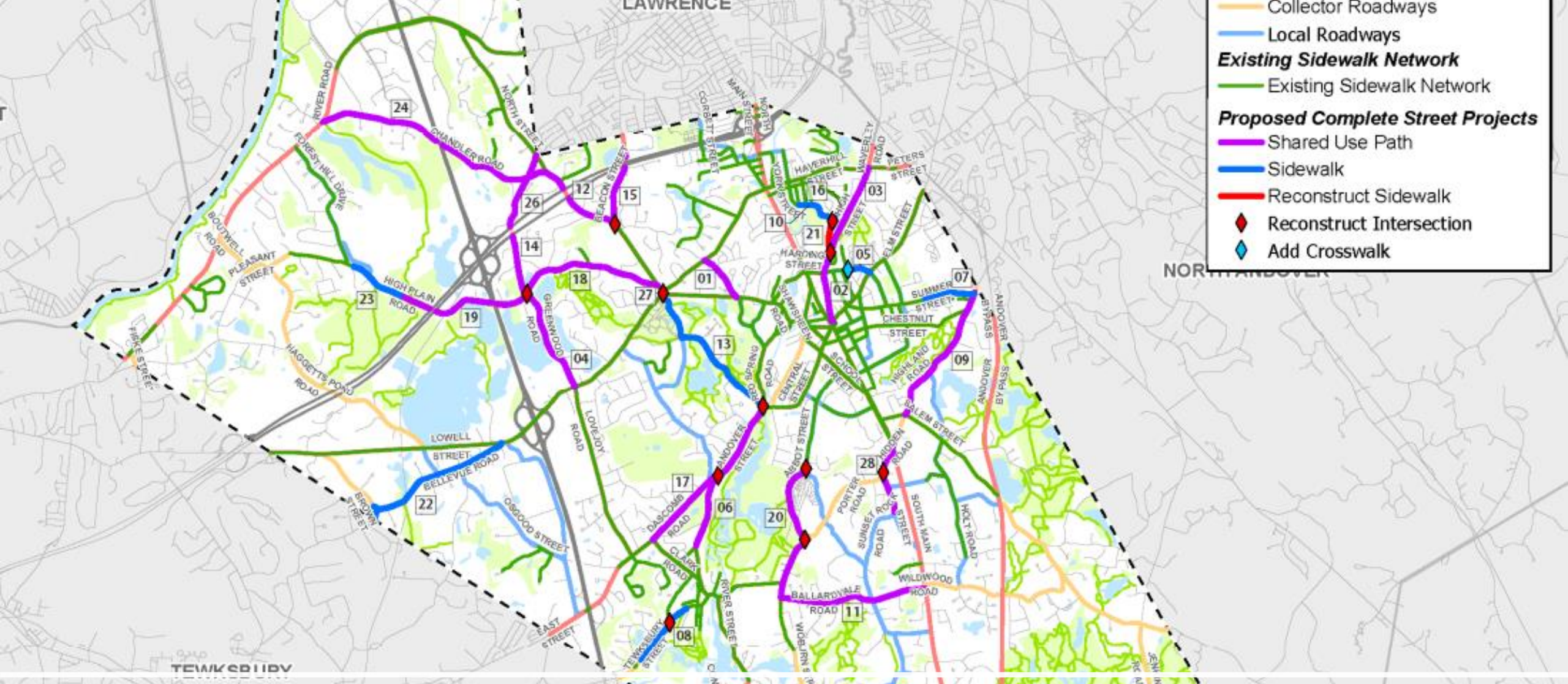
- **Town of Andover adopted a Complete Streets policy in 2022 and submitted a Prioritization Plan to the State in 2024. A shared use path on Lincoln Street scored the highest based on the following criteria:**
- Network Expansion (9 points out of 10) – proposed ped/bike facilities connect a principal arterial to a minor arterial (Lowell St to Shawsheen Rd)
- Safety (8 points out of 10) – project improves ADA accessibility, calms traffic (through the roadway narrowing), & addresses safety concerns
- Public Priority (7 points out of 10) – Moderate number of comments received
- Project Cost (7 points out of 10) – with an estimated cost of \$550k, this project is significantly less expensive than many other top-priority projects
- Multimodal (10 points out of 10) – project serves pedestrians, bicyclists, and motorists

Shared Use Path



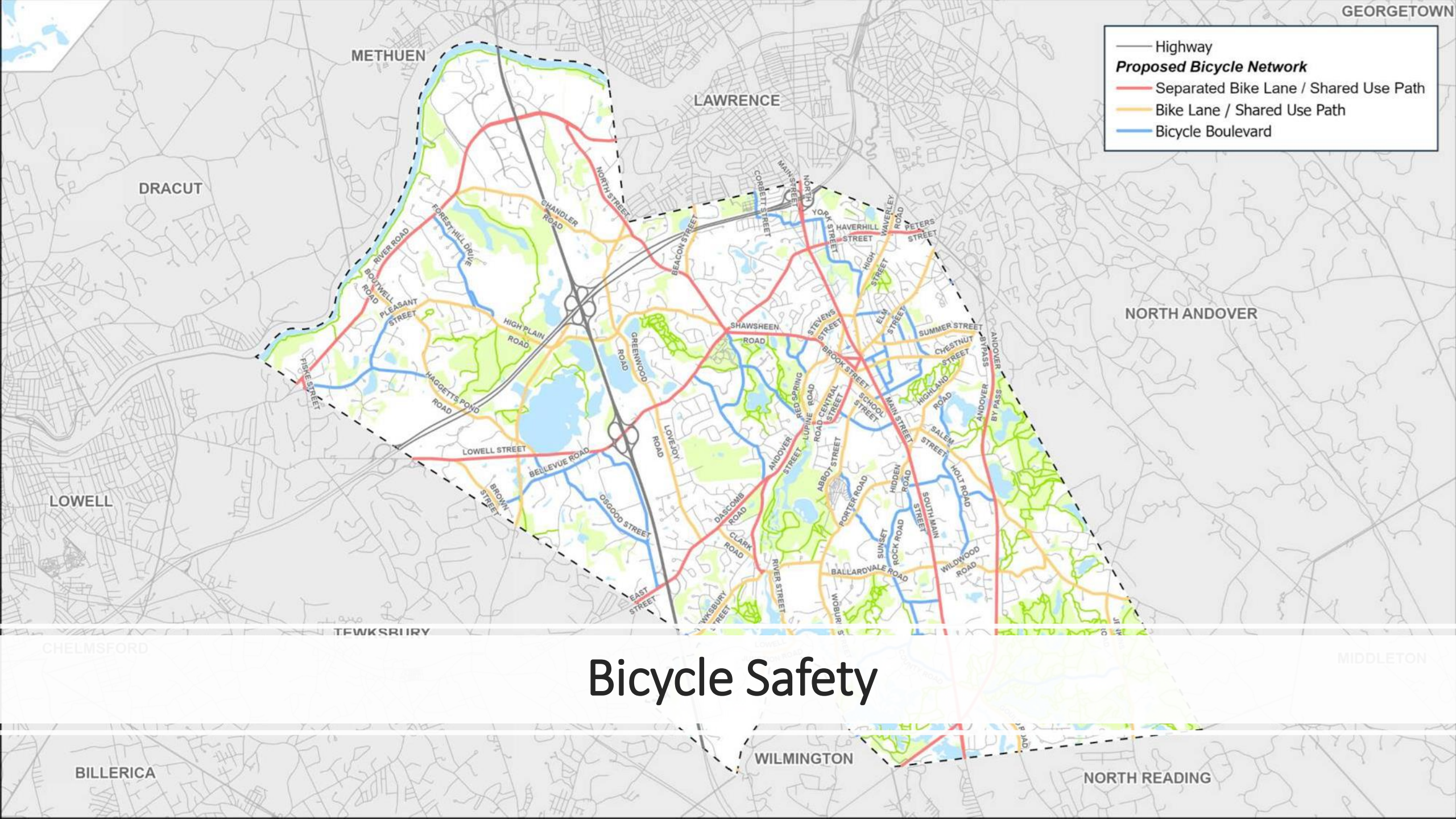
- Construction Cost: \$550,000
- Already under evaluation by DPW, highlighted during Complete Streets process
- Provides increased access to Andover High School & West Middle School
- Closes key network gap between Lowell Street and Shawsheen Road
- Potential impacts to trees, private properties, and drainage could increase residential impacts and costs significantly. To minimize these impacts, this proposal would reallocate some roadway width and convert Lincoln St to one way





Pedestrian Safety





Bicycle Safety

4/10/24 Meeting Recap

- Town presented a concept that would designate Lincoln Street a one-way (Shawsheen to Lowell) with an 8-10' shared use path for walkers and bikers
- Town committed to additional data gathering and traffic analysis to help the community better understand safety benefits as well as tradeoffs to any proposal aimed at increasing pedestrian safety in the area
- Town committed to doing due diligence as to what would be required as it relates to impacts to private properties, utility poles, cost, and time required to create room for a 5' sidewalk for the entire length of Lincoln Street that maintains the street as a two-way road

Alternatives

- Town explored opportunities and obstacles related to private property and utilities to create room for 5' sidewalk and maintain a two-way road
- Alternative not deemed feasible in terms of public procurement law as the betterment would be built on private property. Town could not bid this work or ensure prevailing wage
- Alternative not deemed financial best practice to make a straight payment to a homeowner for a betterment due to issues with liability and oversight of work completed using public funds
- Utilities could not commit to a cost or a general timeframe to consider the work required
- Moving from a grant funded project to public funded, eliminates or pushes off other important sidewalk construction throughout Town

Data Requests

- **After 4/10 public meeting, Town engaged TEC to evaluate traffic data in the Lincoln Street area including:**
 - Performing a turning movement count at both: Lincoln @Lowell and Lincoln @ Shawsheen Road
 - Performing field work to confirm general traffic operations and existing turn restrictions along adjacent streets (Cindy, Marilyn, Arthur, and others)
 - Providing an assessment of the level of additional traffic that may be diverted to neighboring streets based on both one-way options
 - Providing travel time runs to document approximate travel times associated with diverted traffic from both one-way options to areas such as Downtown, Shawsheen Square and Lowell/Beacon/Shawsheen intersection

Crash Data

- **At the 4/10 public meeting, Town was asked to provide crash data for Lincoln Street. The following data is from 6/1/14 to 6/1/24**

- Citations

- 123 citations (majority for bylaw violation of do not enter/restricted turn during school hours)

- Eight car accidents

- 10/3/20 car vs pole
- 8/3/20 car vs moving truck
- 7/3/19 car vs pole
- 6/8/14 rear end accident (operator cited for OUI)
- 2017 two documented crashes involving cars exiting Lincoln onto Shawsheen
- 2019 1 documented crash involving car turning from Lowell onto Lincoln
- 2020 1 documented crash involving car turning from Lowell onto Lincoln

TEC One-Way Flow & Cut Through Assessment



Lincoln Street Corridor Safety Improvements

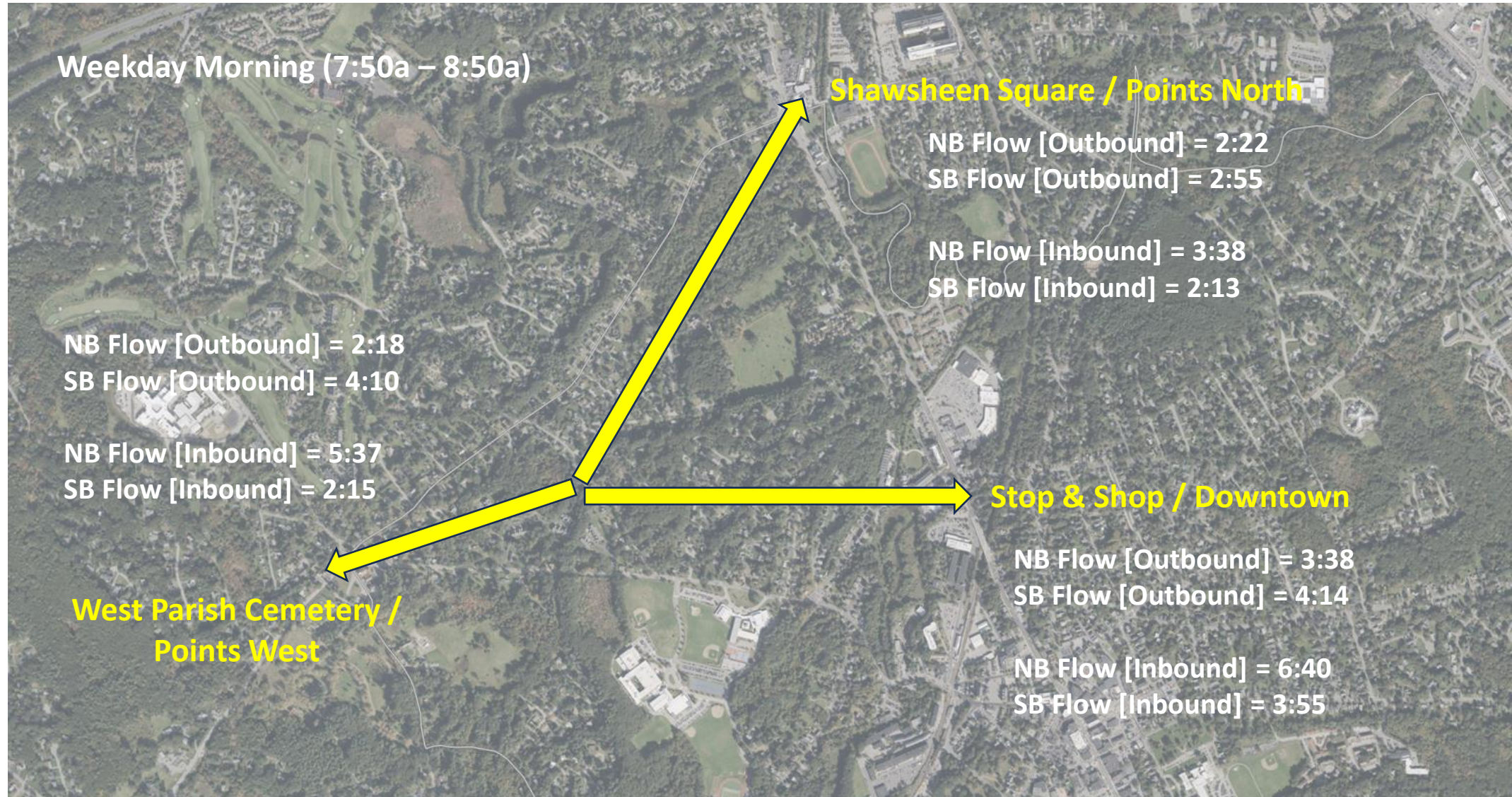
Corridor Peak Traffic Volumes [Tue, April 23, 2024]

Weekday Morning Peak Hour of Lincoln Street
(8:00a - 9:00a)

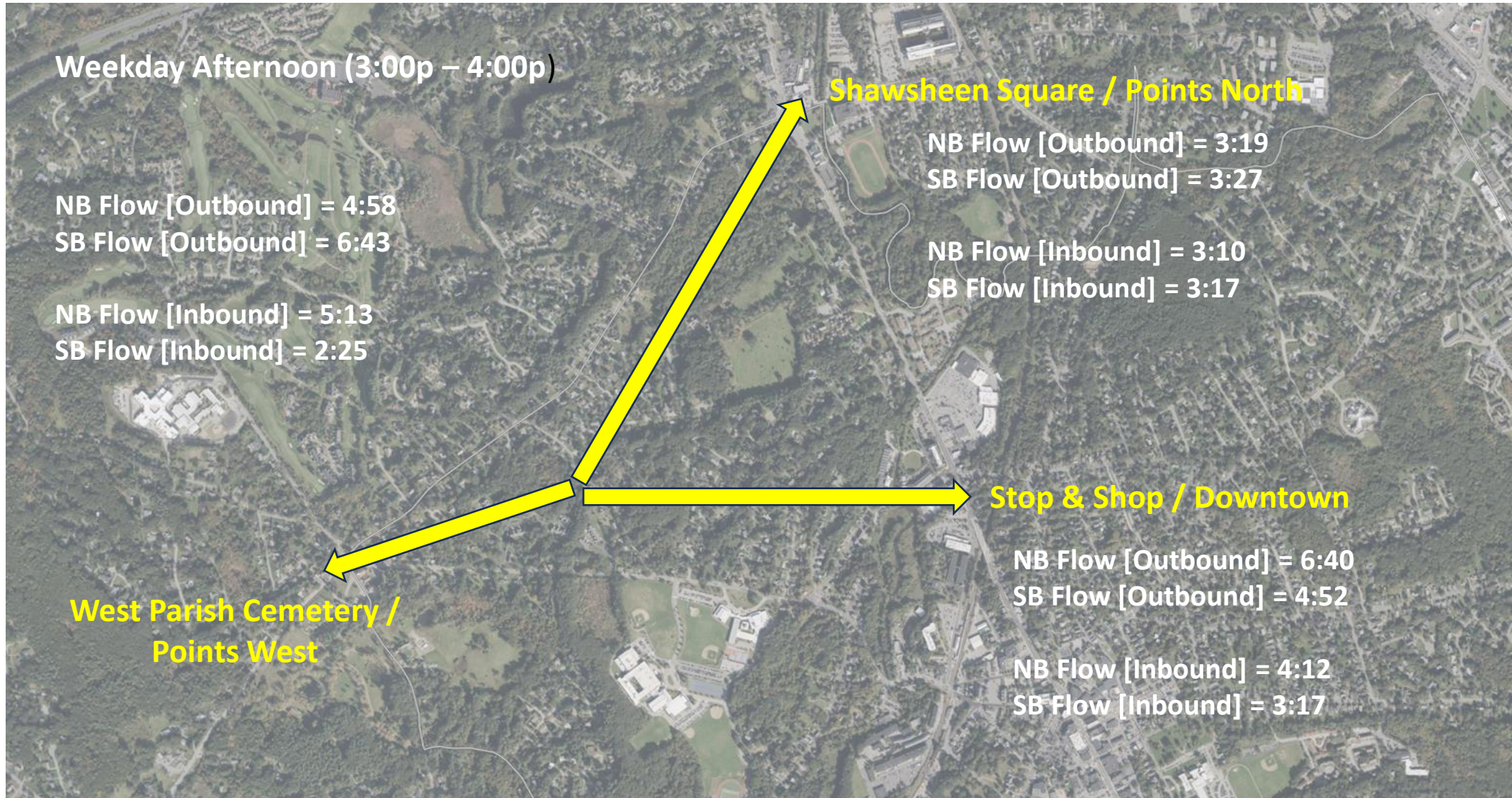
Weekday Afternoon Peak Hour of Lincoln Street
(2:15p - 3:15p)



Travel Time Runs [Wednesday, May 15 & Thursday, May 16, 2024]



Travel Time Runs [Wednesday, May 15 & Thursday, May 16, 2024]



Effects on Connecting Roadways

NB One-Way Flow Condition

- Turn restrictions removed from corridor (not needed)
- All Lincoln Street SB traffic volumes eliminated.
- Lincoln Street NB traffic volume increases only be neighborhood demand.
- Lincoln Street NB would generally utilize to corridor in same manner.
- Lowell Street NB would operate be LOS C (renders use of neighborhood streets ineffective).

SB One-Way Flow Condition

- Turn restrictions removed from corridor (retain flow)
- All Lincoln Street NB traffic volumes eliminated.
- Lincoln Street SB traffic volume increases only be neighborhood demand except for 7:30a-8:30a.
 - NOT “RECIPRICAL” – stop sign on Lincoln St SB
- Lincoln Street SB would generally utilize to corridor in same manner.



Effects on School Related Cut-Through Traffic

Lincoln Street northbound is beneficial as a cut-through as a driver can avoid the side-street condition of the traffic signal (less overall green time) located at the intersection of Lowell Street / Shawsheen Street / Beacon Street / Reservation Road if travelling to/from the west. This condition does somewhat exist for Lincoln Street southbound; however, a driver would have passed through the signal and most likely would still be sitting in a queue and a stop-sign approaching the schools at some point whether on Shawsheen Street or on Lincoln Street.

WHO IS OR WOULD USE
LINCOLN STREET??



Origin / Destination: West Parish Cemetery to Marilyn Street – AM School Arrival

WPC to Lincoln St [NB] via Lowell St to Shawsheen St =
WPC to Lincoln St [SB] via Lowell St =

3:38 - :30 = 3:08

2:13 + :30 = 2:43 + STOP SIGN

Lincoln Street northbound provides a low volume 'quick way out' once a driver leaves the main school driveway almost directly opposite Lincoln Street along Shawsheen Street. Similarly, Lincoln Street southbound driver is most likely sitting in a queue and a stop-sign regardless of which roadway they are taking to the school.

TEC Recommendation

- **TEC recommends a Lincoln Street southbound one-way flow condition as:**
 - a) There is not expected to be any substantial change in traffic along the connecting neighborhood streets (Cindy Lane, Marilyn Road, Arthur Road, and Theodore Avenue),**
 - b) The more applicable desire for non-resident Lincoln Street use appears to be northbound regardless of the existing posted restriction, and**
 - c) The general benefit, in most conditions, of resident travel time in the Lincoln Street southbound direction**

It can be expected that the overall Lincoln Street southbound traffic volumes would be retained as part of this condition in which the northbound traffic volumes are removed. In addition, it would be expected that the traffic volumes between 7:30 am and 8:30 am along Lincoln Street will slightly increase with the removal of the posted turn restriction; however, this slight increase should be limited to only this hour

REGARDLESS OF FLOW DIRECTION THE OVERALL TRAFFIC VOLUME ALONG LINCOLN STREET WILL BE REDUCED

From: [Michael Lindstrom](#)
Subject: RE: Lincoln Street pedestrian safety improvements and traffic evaluation
Date: Friday, June 28, 2024 12:31:07 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Lincoln Street 6.25.24 Final.pdf](#)
[T1265.10 Technical Memo Lincoln Street.pdf](#)
[24 Lincoln St 2024 speed data.pdf](#)

Good afternoon,

Thank you for attending the second public meeting this past Tuesday night at West Middle School relative to Lincoln Street. As promised, I did want to send out the materials that were presented and referenced as part of the Town's presentation for review.

Town staff are in the process of sorting and exploring the comments and suggestions voiced at the meeting. I expect we will be reporting back out to the community in the next couple of weeks with follow up to the alternatives suggested, as well as next steps. In the meantime, we welcome any comments relative to the attached information.

The documents attached include:

- Town of Andover 6/25 PowerPoint presentation
- TEC traffic analysis
- APD traffic study (April 2024)

Thank you.

Mike

Michael Lindstrom

Deputy Town Manager

Town of Andover

36 Bartlet Street

Andover, MA 01810

(978) 623-8221

Michael.Lindstrom@andoverma.us

www.andoverma.gov



From: Michael Lindstrom

Sent: Monday, June 17, 2024 11:57 AM

Subject: RE: Lincoln Street pedestrian safety improvements and traffic evaluation

Good afternoon,

Thank you again for attending our first public meeting to discuss potential safety improvements within the Lincoln Street corridor. The Town will be hosting another public information session relative to Lincoln Street safety improvements on **Tuesday, June 25th at 6:30pm at the West Middle School Auditorium.** This will be an additional opportunity for neighbors to provide input regarding existing conditions as well as feedback and reaction to the information that will be presented by the Town and TEC as part of the recently completed traffic evaluation.

-
At the kickoff meeting in April, we committed to additional data gathering and traffic analysis to help the community better understand safety benefits as well as tradeoffs to any proposal aimed at increasing pedestrian safety in the area. As indicated in a previous email, the Town engaged TEC to evaluate the following:

- Performing a turning movement count at both: Lincoln @Lowell and Lincoln @ Shawsheen Road
- Performing field work to confirm general traffic operations and existing turn restrictions along adjacent streets (Cindy, Marilyn, Arthur, and others)
- Providing an assessment of the level of additional traffic that may be diverted to neighboring streets based on both one-way options
- Providing travel time runs to document approximate travel times associated with diverted traffic from both one-way options to areas such as Downtown, Shawsheen Square and Lowell/Beacon/Shawsheen intersection

In addition, The Town will discuss impacts to private properties, utility poles, cost, and timelines for an alternative option to create room for a 5' sidewalk for the entire length of Lincoln Street that maintains the street as a two-way road.

Please feel free to share the meeting information with others who may be interested in attending. We anticipate there will also be an additional public meeting after the 25th before any final design is potentially selected or temporary measures piloted.

Thank you.

Mike

Michael Lindstrom

Deputy Town Manager

Town of Andover

36 Bartlet Street

Andover, MA 01810

(978) 623-8221

Michael.Lindstrom@andoverma.us

www.andoverma.gov



From: Michael Lindstrom

Sent: Wednesday, May 8, 2024 8:08 AM

Subject: Lincoln Street pedestrian safety improvements and traffic evaluation

Good morning,

Thank you for attending the recent public meeting to discuss potential pedestrian safety improvements in the Lincoln Street corridor. At the 4/10 meeting, the Town presented a concept for discussion that would designate Lincoln Street a one-way (Shawsheen to Lowell) with an 8-10' shared use path for walkers and bikers. As discussed at the meeting, the Town committed to completing several additional steps before bringing the community back together, which we hope to do in the next few weeks. Clearly, there were many different opinions expressed during, and after, the meeting. We also heard the desire to see additional traffic evaluation and layout options when the group met again.

As part of our next steps, the Town has engaged TEC to evaluate traffic data in the Lincoln Street area. This scope of work includes:

- Performing a turning movement count at both: Lincoln @Lowell and Lincoln @ Shawsheen Road
- Performing field work to confirm general traffic operations and existing turn restrictions along adjacent streets (Cindy, Marilyn, Arthur, and others)
- Providing an assessment of the level of additional traffic that may be diverted to neighboring streets based on both one-way options
- Providing travel time runs to document approximate travel times associated with diverted traffic from both one-way options to areas such as Downtown, Shawsheen Square and Lowell/Beacon/Shawsheen intersection

In addition, the Town will show in more detail what would be required as it relates to impacts to private properties, utility poles, cost, and time required to create room for a 5' sidewalk for the entire length of Lincoln Street that maintains the street as a two-way road.

I fully admit there are no perfect solutions here to address both the clear pedestrian safety issues that currently exist on Lincoln Street, without impacting residents on some level. One of the goals of the first meeting was to determine how best to strike a balance of fixing the issue with the most palatable solution to the largest group of residents in the area. There is a clear need to develop a sidewalk in the area of Lincoln Street where it currently doesn't exist. Whatever the eventual answer may be, it will need to include a combination of factors to be successful that include police enforcement, changing driver behaviors, as well as infrastructure/hardscape changes.

In hindsight, at the first meeting, the Town team should have given a bit more history on what we had already looked at as it relates to this area and alternative solutions that we felt had significant barriers to becoming a successful project.

I've tried below to recap the history of the project with the full understanding there are more meetings and input to be heard and incorporated into any final project.

Background, ROW / Pavement Width Definition, & Initial Investigation

-
Consistent requests have been made over the years to install the missing segment of sidewalk on Lincoln Street, from Marilyn Road to Lowell Street. The request has been borne of concerns about pedestrian safety as well as a desire to slow vehicles down as they drive along Lincoln St.

Our assessment started with an analysis of the existing geometry of the roadway. This initial investigation would inform us of the opportunities as well as the limitations to facilitate a new sidewalk. The geometry analysis sought to determine the width of the paved roadway as well as the width of the right-of-way.

Engineers from DPW visited the site and surveyed the street. Finding that the existing right-of-way (ROW), as well as the existing paved roadway, were of variable width. With the narrowest, and therefore limiting portions, of Lincoln St were determined to be on the Lowell Street end. The narrowest section of the paved area is approximately 19.5', and the narrowest part of the ROW is 30'.

-
Initial Design Concept

-
Our initial design attempt was to install a 5' sidewalk and keep two 12' lanes of traffic on Lincoln from Marilyn Road to Lowell Street. This is our standard approach to roadway design. This would require using the entirety of the ROW. In this case that would mean pushing the sidewalk and paved area up to the edge of the right of way. This would also involve moving several utility poles and rebuilding a private driveway and garage. A rebuilding of a private garage on private property is unprecedented and could come at a potentially prohibitive cost. The cost, coordination, and time it would take to move the utility poles as well as the situation with private properties made this option less viable.

2nd Design Concept

-
The second option we reviewed was to install a 5' sidewalk from Marilyn Rd to Lowell St and convert this segment to one way permanently. This would allow us to keep everything within the existing paved area, with minimal to no impact on existing lawns and landscape. This would require a permanent one way to be in place on this block of Lincoln St due to space constraints. It became clear to see that there was a potential conflict with this plan that could incentivize drivers to use the Marilyn neighborhood as a cut through to get to the 2-way portion of Lincoln Street. This intuition was shared by several residents within the Marilyn neighborhood upon learning we were considering this as an option. As this would have negatively impacted the Marilyn neighborhood

without offering a direct benefit, we quickly concluded that this was not a viable option.

3rd Design Concept

-

Our team then looked at installing a sidewalk extension through the Marilyn neighborhood instead of down Lincoln St. After talking with the School Department and Public Safety we concluded that walkers would still continue using the shortest travel route, continuing to walk down Lincoln without sidewalks. A truly good civil engineering design must take into consideration human behavior. With this in mind, we felt this option would not meet the objective of pedestrian safety.

Current Proposed Design Concept

-

In order to help keep pedestrians safe we proposed to turn the entirety of Lincoln St to one way. This will allow the Town to install an 8'-10' shared use path along the entire road from Shawsheen to Lowell. The introduction of the shared use path meshes nicely with a Town wide objective to consider *all* modes of transportation with a project/opportunity such as presented with Lincoln St. This philosophy or program is referred to as "Complete Streets". Simply stated, a shared use path is an extra wide sidewalk that comfortably allows for the use of bikes as well as pedestrians. In addition to the synergy with Complete Streets, a shared use path on Lincoln St matches up with the Town's bike path network. Furthermore, the Town has been awarded a grant through the State's Transportation Improvement Project grant program that will fund the construction of a shared use path on Lowell St from Beacon St to Shawsheen Square. The Lincoln Street Shared Use Path Project would connect with the Lowell Street shared use path and expand the connectivity between major attraction points in Andover.

A project creating a shared use path and one way would be eligible to be funded through the State's Complete Streets program. A project on Lincoln Street did score the highest on the Town's prioritization plan <https://andoverma.gov/1076/Complete-Streets> created through a public process over the past year. However, while there could be an alternative funding source for this type of project, we feel there is an identified pedestrian safety problem that needs to be addressed regardless the funding source. How that is best accomplished is still to be determined.

Please feel free to share this email with any neighbors that may not be on this distribution list or who may like to be added. We will be communicating the project, next steps, and future meetings with the community at large through all our various communication platforms. We wanted to have the first meeting with those that live closest to any potential safety improvement project to hear about personal impacts.

Thank you.

Mike Lindstrom

Michael Lindstrom

Deputy Town Manager

Town of Andover

36 Bartlet Street

Andover, MA 01810

(978) 623-8221

Michael.Lindstrom@andoverma.us

www.andoverma.gov



Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Direction X, Lane 1

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/22/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
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1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
:00														0
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 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Direction X, Lane 1

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

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Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Direction X, Lane 1

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/24/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
3:00	0	1	2	3	4	0	0	0	0	0	0	0	0	10
4:00	0	1	7	3	2	0	0	0	0	0	0	0	0	13
5:00	2			12	8	0	0	0	0	0	0	0	0	34
:00	2	5	15	9	1	0	0	0	0	0	0	0	0	32
7:00	4	4	4	5	3	1	0	0	0	0	0	0	0	21
8:00	1	1	3	8	7	1	1	0	0	0	0	0	0	22
9:00	2	3	8	11	3	0	0	0	0	0	1	0	0	28
10:00	2	5	4	10		0	1	0	0	0	0	0	0	28
11:00		5	15	14	4	1	0	0	0	0	0	0	0	45
12:00 PM	2	2	3	2	0	0	0	0	0	0	0	0	0	9
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
:00														0
7:00														0
8:00														0
9:00														0
10:00														0
11:00														0
Total	21	34	7	80	39	3	2	0	0	0	1	0	0	247
Grand Total	58	94	240	249	103	11	3	0	1	1	1	0	1	7 2

Stats	Percentile	15th	50th	85th	95th
Speed		18	24	29	32
Mean Speed (Average)		25.0			
10 MPH Pace Speed		21-30			
Number in Pace		484			
Percent in Pace		4.0			
Number 25 MPH		370			
Percent 25 MPH		48.			

Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Direction X, Lane 2

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/22/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM														0
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
:00														0
7:00														0
8:00														0
9:00														0
10:00														0
11:00														0
12:00 PM														0
1:00	0	2	10	21	11	1	2	0	0	1	0	0	0	48
2:00	0	3	12	1	8	0	0	0	0	0	1	0	0	40
3:00	0	1	5	15	3	2	0	0	0	0	0	0	0	2
4:00	1	4		14	7	1	0	0	0	0	0	0	0	33
5:00	0	1	4	3	3	0	0	0	0	0	0	0	0	11
:00	0	0	3	1	5	3	0	0	0	0	0	0	0	12
7:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
8:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	11	42	71	39	7	2	0	0	1	1	0	0	175

Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Direction X, Lane 2

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/23/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	1	0	2	0	0	0	0	0	0	0	0	0	3
3:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00	2	7	2	1	1	0	0	3	0	0	0	0	0	1
5:00	3	7	1	0	1	0	1	0	0	0	0	0	0	13
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	3		2	7	2	0	0	0	0	0	0	0	0	20
9:00	4	7	8	10	2	0	0	0	0	0	2	0	0	33
10:00	0	12	3	5	5	0	0	0	0	0	0	0	0	25
11:00	0	3	7	12	2	1	0	0	0	0	0	0	0	25
12:00 PM	9		2	37	12	1	0	0	1	0	0	0	0	92
1:00	5	5	8	18	4	0	1	0	0	0	0	0	0	41
2:00	0	5	21	3	20	2	0	0	0	0	0	0	0	84
3:00	2	2	9	17	10	0	0	0	0	0	0	0	0	40
4:00	1	1	7	14	3	0	0	0	0	0	0	0	0	2
5:00	0	2	3	5	7	0	0	0	0	0	0	0	0	17
:00	0	4	2	4	0	1	0	0	0	0	0	0	0	11
7:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3
9:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	29	8	101	174	72	2	3	1	0	2	0	0	0	458

Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Direction X, Lane 2

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/24/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3:00	1	0	3	1	1	0	0	0	0	0	0	0	0	0
4:00	2		5	2	0	0	0	0	0	0	0	0	0	15
5:00	1	10	22	13	4	0	0	2	0	0	0	0	0	52
:00	5	9	5	8	3	1	0	0	3	0	0	0	0	34
7:00	5		7	7	3	0	1	0	0	0	1	0	0	30
8:00	3	4	8	12	2	2	0	0	0	0	0	0	0	31
9:00	2		8	9	2	0	0	0	0	0	0	0	0	27
10:00	1	5	1	8	3	0	0	0	0	0	0	0	1	19
11:00	5	1	12	18	1	0	0	0	0	0	0	0	0	37
12:00 PM	3	3	4	2	2	0	0	0	1	0	0	0	0	15
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
:00														0
7:00														0
8:00														0
9:00														0
10:00														0
11:00														0
Total	28	50	77	81	21	3	1	2	4	0	1	0	1	29
Grand Total	58	129	220	32	132	1	5	5	5	1	4	0	1	902

Stats	Percentile	15th	50th	85th	95th
Speed		18	24	29	33
Mean Speed (Average)		25.7			
10 MPH Pace Speed		21-30			
Number in Pace		540			
Percent in Pace		1.0			
Number 25 MPH		495			
Percent 25 MPH		54.9			

Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Combined

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/22/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM														0
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
:00														0
7:00														0
8:00														0
9:00														0
10:00														0
11:00														0
12:00 PM														0
1:00	2	9	2	40	13	1	2	0	0	1	0	0	0	94
2:00	1	9	30	35	10	3	0	0	0	0	1	0	0	89
3:00	0	7	14	21	7	2	0	0	0	0	0	0	0	51
4:00	2	9	15	24	11	2	0	0	0	0	0	0	0	3
5:00	1	1	7	4	4	0	0	0	0	0	0	0	0	17
:00	1	0	4	1	7	3	0	0	0	0	0	0	0	1
7:00	0	0	2	1	2	0	0	0	0	0	0	0	0	5
8:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	35	101	12	55	11	2	0	0	1	1	0	0	339

Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Combined

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/23/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	1	0	1	0	0	0	0	0	0	0	0	3
2:00	0	1	2	2	0	0	0	0	0	0	0	0	0	5
3:00	0	0		8	1	0	0	0	0	0	0	0	0	15
4:00	4	11	7	7	3	0	0	3	0	0	0	0	0	35
5:00	5	8	1	0	1	0	1	0	0	0	0	0	0	1
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	7			17	3	0	0	0	0	0	0	0	0	39
9:00		11	14	15	3	1	0	0	0	0	2	0	1	53
10:00	2	1	11	12		0	0	0	1	1	0	0	0	49
11:00	2	8	17	22	3	1	0	0	0	0	0	0	0	53
12:00 PM	17	12	39	50	22	1	1	0	1	0	0	0	0	143
1:00	9	9	19	35	1	0	1	0	0	0	0	0	0	89
2:00	1	7	38	50	25	4	0	0	0	0	0	0	0	125
3:00	3	3	18	22	1	1	0	0	0	0	0	0	0	3
4:00	1	3	15	28	7	0	0	0	0	0	0	0	0	54
5:00	1	3	12	7	9	0	0	0	0	0	0	0	0	32
:00	1	5	8		2	1	0	0	0	0	0	0	0	23
7:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
8:00	0	0	0	2	1	1	0	0	0	0	0	0	0	4
9:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
11:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	104	215	288	120	10	3	3	2	1	2	0	1	809

Default Report Title
 Use Preferences to Define Titles

Site Code: 24 Lincoln Street
 Station ID: 2024
 Location 1: 24 Lincoln Street
 Location 2: Marylin
 Location 3:
 Location 4:
 Direction: Combined

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

4/24/2024	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	0 -	5 -	70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	0 MPH	5 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
2:00	0	1	1	2	1	0	0	0	0	0	0	0	0	5
3:00	1	1	5	4	5	0	0	0	0	0	0	0	0	1
4:00	2	7	12	5	2	0	0	0	0	0	0	0	0	28
5:00	3	1	28	25	12	0	0	2	0	0	0	0	0	8
:00	7	14	20	17	4	1	0	0	3	0	0	0	0	
7:00	9	10	11	12		1	1	0	0	0	1	0	0	51
8:00	4	5	11	20	9	3	1	0	0	0	0	0	0	53
9:00	4	9	1	20	5	0	0	0	0	0	1	0	0	55
10:00	3	10	5	18	9	0	1	0	0	0	0	0	1	47
11:00	11		27	32	5	1	0	0	0	0	0	0	0	82
12:00 PM	5	5	7	4	2	0	0	0	1	0	0	0	0	24
1:00														0
2:00														0
3:00														0
4:00														0
5:00														0
:00														0
7:00														0
8:00														0
9:00														0
10:00														0
11:00														0
Total	49	84	144	1 1	0		3	2	4	0	2	0	1	51
Grand Total	11	223	4 0	575	235	27	8	5		2	5	0	2	1 4
Stats			Percentile	15th	50th	85th	95th							
			Speed	18	24	29	33							
			Mean Speed (Average)	25.4										
			10 MPH Pace Speed	21-30										
			Number in Pace	1024										
			Percent in Pace	2.0										
			Number 25 MPH	8 5										
			Percent 25 MPH	52.0										

TECHNICAL MEMORANDUM

TO: Art Martineau, PE, Town Engineer
Town of Andover - Department of Public Works
5 Campanelli Drive
Andover, Massachusetts 01810
Attn: Officer Glen Ota

DATE: May 29, 2024

FROM: Samuel W. Gregorio, PE, PTOE, RSP₁, Project Manager
Rana Eslamifard, Transportation Engineer

PROJECT #: T1265.10

RE: Lincoln Street Corridor Safety Improvements - Andover, Massachusetts
One-Way Flow & Cut Through Assessment

INTRODUCTION

TEC, Inc. (TEC) has been retained by the Town of Andover (the “Town”) to evaluate the proposed one-way flow condition along Lincoln Street in Andover, Massachusetts in conjunction with the Town’s Complete Street Tier 3 Project along the same corridor. The Town recently submitted its Tier 2 Prioritization Plan as part of the Massachusetts Department of Transportation’s (MassDOT) Complete Streets Funding Program which was approved by MassDOT on April 17, 2024. The Prioritization Plan highlighted the Lincoln Street Shared Use Path as its #1 ranked project, the same project the Town is seeking to submit for Tier 3 construction funding upon further discussions with the neighborhood and community. The project seeks to construct a shared use path along the easterly side of Lincoln Street between Lowell Street (Route 133) and Shawsheen Street which will close a network gap between the accommodations provided along each arterial corridor. To minimize the horizontal impact of the project with respect to right-of-way, the proposal would reallocate roadway width to the shared use path resulting in a narrower vehicular travel way which would be expected to only carry a single direction of travel.

Although the project is anticipated to provide increased pedestrian and bicycle access to Andover High School and the West Middle School, both located along Shawsheen Street just east of its intersection with the Lincoln Street terminus, a primary concern of the Lincoln Street neighborhood residents is the existing flow pattern and the need for reduction in cut-through traffic. This technical memorandum provides documentation as to the anticipated effect of converting Lincoln Street to one-way flow; including the effects to the neighboring neighborhood roadways: Cindy Lane, Marilyn Road, Arthur Road, Theodore Avenue, and Cyr Circle.

EXISTING CONDITIONS

Geometric Conditions

Lincoln Street is a 2,000-foot-long two-lane north-south local roadway under the jurisdiction of the Town of Andover. The roadway provides a direct connection between Lowell Street to the north and Shawsheen Street to the south. Lincoln Street provides a single travel lane in each direction with direction flow unmarked. A sidewalk is provided along the easterly edge of pavement

between Shawsheen Street and Marilyn Road with no formal bicycle accommodation provided. Signed turn restrictions are posted to restrict Lowell Street, both eastbound and westbound, turning traffic onto Lincoln Street between 7:30 am and 8:30 pm (Monday to Friday) coinciding with the Andover High School and West Middle School arrival times. A similar ‘No Left Turn’ restriction is posted along Marilyn Road at Lincoln Street for the same hours to deter cut-through traffic along the other neighborhood roadways.

Lincoln Street provides one of three access/egress points to a series of neighborhood roadway including: Cindy Lane, Marilyn Road, Arthur Road, and Theodore Avenue. Specifically, Marilyn Road intersects Lincoln Street approximately 570-feet south of Lowell Street and both Arthur Road and Theodore Avenue intersect Lowell Street approximately 700-feet and 950-feet east of Lincoln Street, respectively. If utilized as a cut-through, these neighborhood streets have no direct connection and travel within these neighborhood streets require two (2) or three (3) turning movements. Separately, Cyr Circle intersects with Lincoln Street approximately 650-feet north of Shawsheen Street; however, the local roadway has no outlet.

Existing Traffic Volumes

To establish existing traffic volume conditions along the Lincoln Street corridor, TEC commissioned Turning Movement Counts (TMCs) during a typical weekday on Tuesday, April 23, 2024 from 7:00 am to 7:00 pm at both the intersections of Lowell Street / Lincoln Street / Chandler Circle and Shawsheen Street / Lincoln Street. Area schools were in regular session during the time of traffic counts. A detailed summary of the TMC, partitioned into 15-minute intervals, is provided within Attachment A. A breakdown of the hourly Lincoln Street specific traffic volumes at each end of the corridor is provided in Table 1.

Table 1 – Summary of Lincoln Street Terminus Bidirectional Traffic Volumes by Hour

<u>Time Period</u>	<u>Lowell Street at Lincoln Street</u>			<u>Shawsheen Street at Lincoln Street</u>		
	<u>Lincoln NB</u>	<u>Lincoln SB</u>	<u>Total</u>	<u>Lincoln NB</u>	<u>Lincoln SB</u>	<u>Total</u>
7a-8a	19	10	29	17	13	30
8a-9p	26	13	39	19	32	51
9a-10a	21	12	33	22	16	38
10a-11a	17	12	29	17	18	35
11a-12p	20	15	35	16	17	33
12p-1p	26	13	39	32	22	54
1p-2p	17	23	40	18	23	41
2p-3p	36	32	68	37	34	71
3p-4p	76	30	106	71	36	107
4p-5p	37	30	67	48	38	86
5p-6p	48	32	80	56	45	101
6p-7p	37	20	57	39	34	73

The individual weekday morning peak hour for Lincoln Street traffic is from 8:00 am to 9:00 am, for both terminus intersections, during the weekday morning. The weekday afternoon peak hour is defined as 2:15 pm to 3:15 pm for Lincoln Street at its intersection with Shawsheen Street and from 2:30 pm to 3:30 pm at its intersection with Lowell Street; although the latter is only one (1) vehicle greater during that 60-min block as compared to having the same 2:15 pm - 3:15 pm block. Each time block generally coincides with the Andover High School / West Middle School bell schedule of 8:15 am start of classes and 2:51 pm / 2:50 pm end of classes.

Effectiveness of Lowell Street Turn Restrictions

The traffic volumes indicate that between 7:30 am and 8:30 am, only seven (7) vehicles turn onto Lincoln Street from Lowell Street during the hour-long time period of the posted turn restrictions. This equates to about one (1) vehicle every 8½ minutes. Nineteen (19) vehicles exit Lincoln Street onto Shawsheen in the same southbound direction which may indicate that some vehicles are left-turning left from Marilyn Road onto Lincoln Street, which itself has an internal neighborhood restriction; however, the number of rooftops within the neighborhood and along Lincoln Street suggests that many of these 'additional' vehicles could be neighborhood residents. Overall, the outlet volumes along Lincoln Street during the times of restrictions would suggest that there is minimal use of the other neighborhood roadways (Cindy Lane, Marilyn Road, Arthur Road, and Theodore Avenue) to bypass the turn restrictions.

Travel Time Measurements

TEC staff conducted various vehicular travel time runs via three (3) separate origin / destination routes during the peak morning hour (7:50 am to 8:50 am) on Wednesday, May 15, 2024 and during the peak afternoon hour (3:00 pm to 4:00 pm) to determine the travel time characteristics of the direction flow condition. Each route consisted of a minimum of three (3) separate directional runs over the course of the selected peak hour. The three (3) routes included:

- Lincoln Street to/from the West Parish Cemetery (WPC) Entrance along Lowell Street, west of Shawsheen Street.
- Lincoln Street to/from Stop & Shop (S&S) along North Main Street (Route 28)
- Lincoln Street to/from Shawsheen Square (North Main Street / Lowell Street / Haverhill Street intersection)

The three bidirectional routes were chosen to emphasize a key regional route choice, as well as a common origin/destination point. Lincoln Street to/from the WPC representing travel to/from Interstate 93, Lincoln Street to/from Stop & Shop representing travel to/from Route 28 and points generally south and east including Downtown Andover, and Lincoln Street to/from Shawsheen Square representing travel to/from Interstate 495. Each of the runs was completed for both directions of travel along Lincoln Street, including to/from the north along Lowell Street and to/from the south along Shawsheen Street. In addition, specific travel time runs were conducted bidirectionally between each terminus end of Lincoln Street via the intersection of Lowell Street / Shawsheen Street / Beacon Street / Reservation Road. This additional travel time run to/from each end of Lincoln accounts for a second possible route choice for each origin/destination. For instance, TEC accounted for the possibility that a neighborhood driver has two possible routes to get to their destination for each potential future one-way flow condition along Lincoln Street.

The peak morning hour travel time runs were completed between 7:50 am to 8:50 am to balance between the Lincoln Street traffic volume peak (8:00 am to 9:00 am) and the general roadway network peak (7:30 am to 8:30 am) while capturing the traffic to/from the school campus prior to the bell. This was to allow for a mix of travel time runs experiences. Similarly, the peak afternoon hour travel time runs were completed between 3:00 pm to 4:00 pm to balance between the Lincoln Street traffic volume peak (2:30 pm to 3:30 pm) and the general roadway network peak (3:00 pm to 4:00 pm) while capturing the traffic to/from the school campus following the bell. Each hour-long block does include the individual peak 15-min time period of Lincoln Street volume.

Reference Point

Each travel time run started and/or ended along Lincoln Street at its intersection with Marilyn Road to provide a consistent frame of reference. TEC notes that the staff driver knowingly violated the posted turn restrictions during the weekday morning along Lowell Street in order to access Lincoln Street and provide an accurate representation of travel time.

Summary of Travel Time Run Results

Table 2 presents a summary of the average travel time runs during the weekday morning peak hour of travel and Table 3 presents a summary of the average travel time runs during the weekday afternoon peak hour of travel. Travel time run data is provided in Attachment B.

Table 2 – Average Vehicular Travel Times for Weekday Morning (7:50 am to 8:50 am)

<u>Route Choice</u>	<u>Time</u>
Origin / Destination: West Parish Cemetery	
<u>Lincoln St [NB] to WPC via Lowell St</u>	= <u>2:22</u>
<u>Lincoln St [SB] to WPC via Shawsheen S to Lowell St</u>	= <u>2:55</u>
<u>WPC to Lincoln St [NB] via Lowell St to Shawsheen St</u>	= <u>3:38</u>
<u>WPC to Lincoln St [SB] via Lowell St</u>	= <u>2:13</u>
Origin / Destination: Stop & Shop	
<u>Lincoln St [NB] to S&S via Lowell St to RT 28</u>	= <u>3:38</u>
<u>Lincoln St [NB] to S&S via Lowell St to Shawsheen St to Stevens St to RT 28</u>	= <u>7:36</u>
<u>Lincoln St [SB] to S&S via Shawsheen St to Stevens St to RT 28</u>	= <u>4:14</u>
<u>Lincoln St [SB] to S&S via Shawsheen St to Lowell St to RT 28</u>	= <u>5:30</u>
<u>S&S to Lincoln St [NB] via RT 28 to Lowell St to Shawsheen St</u>	= <u>7:17</u>
<u>S&S to Lincoln St [NB] via RT 28 to Stevens St to Shawsheen St</u>	= <u>6:40</u>
<u>S&S to Lincoln St [SB] via RT 28 to Stevens St to Shawsheen St to Lowell St</u>	= <u>8:32</u>
<u>S&S to Lincoln St [SB] via RT 28 to Lowell St</u>	= <u>3:55</u>
Origin / Destination: Shawsheen Square	
<u>Lincoln St [NB] to Shawsheen Sq via Lowell St</u>	= <u>2:18</u>
<u>Lincoln St [NB] to Shawsheen Sq via Lowell St to Shawsheen St to Stevens St to RT 28</u>	= <u>9:16</u>
<u>Lincoln St [SB] to Shawsheen Sq via Shawsheen St to Lowell St</u>	= <u>4:10</u>
<u>Lincoln St [SB] to Shawsheen Sq via Shawsheen St to Stevens St to RT 28</u>	= <u>5:54</u>
<u>Shawsheen Sq to Lincoln St [NB] via RT 28 to Stevens St to Shawsheen St</u>	= <u>8:00</u>
<u>Shawsheen Sq to Lincoln St [NB] via Lowell St to Shawsheen St</u>	= <u>5:37</u>
<u>Shawsheen Sq to Lincoln St [SB] via RT 28 to Stevens St to Shawsheen St to Lowell St</u>	= <u>9:52</u>
<u>Shawsheen Sq to Lincoln St [SB] via Lowell St</u>	= <u>2:15</u>

Underline represents the shortest travel time for either northbound or southbound movements along Lincoln regardless of route choice.

The weekday morning travel time runs indicate the following key characteristics for travel to/from the Lincoln Street neighborhood:

- Travel from Lincoln Street to the WPC is approximately 33 seconds shorter on average in the morning via Lincoln Street northbound as opposed to Lincoln Street southbound. Travel from the WPC to Lincoln Street is approximately 1½ minutes

shorter on average in the morning via Lowell Street (entrance to Lincoln Street southbound condition).

- Travel from Lincoln Street to Stop & Shop is approximately 36 seconds shorter on average in the morning via Lincoln Street northbound via Lowell Street as opposed to Lincoln Street southbound via Shawsheen Street to Stevens Street. Travel from Stop & Shop to Lincoln Street is approximately 2¾ minutes shorter on average in the morning via Lowell Street (entrance to Lincoln Street southbound condition).
- Travel from Lincoln Street to Shawsheen Square is approximately 2 minutes shorter on average in the morning via Lincoln Street northbound via Lowell Street as opposed to Lincoln Street southbound via Shawsheen Street to Lowell Street. Travel from Shawsheen Square to Lincoln Street is approximately 3½ minutes shorter on average in the morning via Lowell Street (entrance to Lincoln Street southbound condition).

Overall, the weekday morning travel time data suggests the Lincoln Street southbound condition is favorable for all inbound travel where Lincoln Street is the destination. The data does suggest that the Lincoln Street northbound condition is favorable for all outbound travel where Lincoln Street is the origin; however, the difference in travel time is minimal for travel to the WPC and Stop & Shop.

Table 3 – Average Vehicular Travel Times for Weekday Afternoon (3:00 pm to 4:00 pm)

<u>Route Choice</u>	<u>Time</u>
Origin / Destination: West Parish Cemetery	
<u>Lincoln St [NB] to WPC via Lowell St</u>	= 3:19
<u>Lincoln St [SB] to WPC via Shawsheen S to Lowell St</u>	= 3:27
<u>WPC to Lincoln St [NB] via Lowell St to Shawsheen St</u>	= 3:10
<u>WPC to Lincoln St [SB] via Lowell St</u>	= 3:17
Origin / Destination: Stop & Shop	
<u>Lincoln St [NB] to S&S via Lowell St to RT 28</u>	= 6:40
<u>Lincoln St [NB] to S&S via Lowell St to Shawsheen St to Stevens St to RT 28</u>	= 7:40
<u>Lincoln St [SB] to S&S via Shawsheen St to Stevens St to RT 28</u>	= 4:52
<u>Lincoln St [SB] to S&S via Shawsheen St to Lowell St to RT 28</u>	= 9:27
<u>S&S to Lincoln St [NB] via RT 28 to Lowell St to Shawsheen St</u>	= 6:05
<u>S&S to Lincoln St [NB] via RT 28 to Stevens St to Shawsheen St</u>	= 4:12
<u>S&S to Lincoln St [SB] via RT 28 to Stevens St to Shawsheen St to Lowell St</u>	= 6:59
<u>S&S to Lincoln St [SB] via RT 28 to Lowell St</u>	= 3:17
Origin / Destination: Shawsheen Square	
<u>Lincoln St [NB] to Shawsheen Sq via Lowell St</u>	= 4:58
<u>Lincoln St [NB] to Shawsheen Sq via Lowell St to Shawsheen St to Stevens St to RT 28</u>	= 9:31
<u>Lincoln St [SB] to Shawsheen Sq via Shawsheen St to Lowell St</u>	= 7:45
<u>Lincoln St [SB] to Shawsheen Sq via Shawsheen St to Stevens St to RT 28</u>	= 6:43
<u>Shawsheen Sq to Lincoln St [NB] via RT 28 to Stevens St to Shawsheen St</u>	= 5:54
<u>Shawsheen Sq to Lincoln St [NB] via Lowell St to Shawsheen St</u>	= 5:13
<u>Shawsheen Sq to Lincoln St [SB] via RT 28 to Stevens St to Shawsheen St to Lowell St</u>	= 8:41
<u>Shawsheen Sq to Lincoln St [SB] via Lowell St</u>	= 2:25

Underline represents the shortest travel time for either northbound or southbound movements along Lincoln regardless of route choice.

The weekday afternoon travel time runs indicate the following key characteristics for travel to/from the Lincoln Street neighborhood:

- Travel from Lincoln Street to the WPC is approximately 8 seconds shorter on average in the afternoon via Lincoln Street northbound as opposed to Lincoln Street southbound. Travel from the WPC to Lincoln Street is approximately 7 seconds shorter on average in the afternoon via Shawsheen Street (entrance to Lincoln Street northbound condition).
- Travel from Lincoln Street to Stop & Shop is approximately 2 minutes shorter on average in the afternoon via Lincoln Street southbound via Shawsheen Street to Stevens Street as opposed to Lincoln Street northbound via Lowell Street. Travel from Stop & Shop to Lincoln Street is approximately 1 minute shorter on average in the afternoon via Lowell Street (entrance to Lincoln Street southbound condition).
- Travel from Lincoln Street to Shawsheen Square is approximately 2 minutes shorter on average in the afternoon via Lincoln Street northbound to Lowell Street as opposed to Lincoln Street southbound via Shawsheen Street to Stevens Street. Travel from Shawsheen Square to Lincoln Street is approximately 2 minutes shorter on average in the afternoon via Lowell Street (entrance to Lincoln Street southbound condition).

Overall, the weekday afternoon travel time data suggests the Lincoln Street southbound condition is favorable for all inbound travel where Lincoln Street is the destination except for from the west (WPC) where the difference in travel time is less than 10 seconds. The data does suggest that the Lincoln Street northbound condition is favorable for outbound travel to Shawsheen Square but favorable to the southbound condition to Stop & Shop where the travel to the WPC is again negligible.

DISCUSSION

As part of the flow evaluation, TEC assessed the traffic impact under three (3) specific categories, including effect on the connecting neighborhood roadways, effect on school related cut-through traffic, and effect on resident travel times. Each category is summarized separately below:

Effect on Connecting Neighborhood Roadways

It is anticipated that there would be minimal impact on the connecting neighborhood roadways of Cindy Lane, Marilyn Road, Arthur Road, and Theodore Avenue following implementation of a one-way flow condition along Lincoln Street, regardless of directional flow. Note that any one-way flow condition along Lincoln Street would require the removal of the posted restrictions from Lowell Street between 7:30 am and 8:30 am.

- Under Lincoln Street northbound flow condition where the northbound traffic volume is generally consistent with the existing northbound volume, vehicles would generally utilize the neighborhood in the same manner as today. The Lincoln Street northbound movement at Lowell Street currently operates at an acceptable LOS C which renders the use of roadways such as Marilyn Road to Cindy Lane/Arthur Road or Theodore Avenue ineffective. This is unlikely to change at all if the future

flow condition is one-way northbound. There would be no anticipated growth in southerly direction traffic through the neighborhood as these vehicles would be forced to turn back to Lowell Street once intersecting Lincoln Street.

- Under Lincoln Street southbound flow condition where the southbound traffic volumes are slightly increased with the removal of turn restrictions, it is expected that the use of the connecting neighborhood roadway would be limited. Vehicles traveling from Lowell Street to the west would be able to access Lincoln Street prior to Arthur Road and/or Theodore Avenue leaving any increase in volume to be from Lowell Street to the east. With the posted turn restrictions removed from Lincoln Street, the likelihood of cut-through via Arthur Road and/or Theodore Avenue is minimal as the left-turn delay for any street is likely to be similar with the overall travel time being roughly the same. Any minor increase in cut-through could be somewhat mitigated with the similar posted left-turn restriction along Marilyn Road at Lincoln Street with generally the same effectiveness as the existing condition.
- Cyr Circle has no separate outlet other than its current intersection with Lincoln Street with traffic signage provided at the intersection to relay the flow condition. Although some cut-through attempted traffic volume may travel along Cyr Circle, this level of traffic is minimal, if not negligible. A potential flow condition of one-way along Lincoln Street, regardless of direction, is anticipated to have minimal impact on all traffic patterns on this short roadway. For those drivers who are unfamiliar with the neighborhood, a Lincoln Street southbound flow condition would generally limit most of the minimal vehicles attempting, incorrectly, to use Cyr Circle based on the visible geometry of the roadway turning north, east of the intersection. This gives the appearance that Cyr Circle will not intersect Shawsheen Street.

Effect on School Related Cut-Through Traffic

The Lincoln Street southbound traffic volumes are generally consistent throughout the day ranging from thirteen (13) vehicles between 7:00 am and 8:00 am to forty-five (45) vehicles between 5:00 pm to 6:00 pm at the intersection with Shawsheen Street. The Lincoln Street northbound traffic volumes account for more variability throughout the day ranging from seventeen (17) vehicles between 7:00 am and 8:00 am to 71 vehicles between 3:00 pm and 4:00 pm. The variability is not only notable as it relates to school arrival and dismissal time periods, but in other hours after school dismissal. This same variability is not observed in the southbound direction in the morning hours which would typically be seen as the inverse condition. This may suggest that regardless of school related traffic, the northbound condition provides a more desirable traffic route for non-residents as opposed to the southbound condition. This can somewhat be explained by the geometrics of Lincoln Street and its place in the overall roadway network:

- Lincoln Street northbound is beneficial as a cut-through as a driver can avoid the side-street condition of the traffic signal (less overall green time) located at the intersection of Lowell Street / Shawsheen Street / Beacon Street / Reservation Road if travelling to/from the west. This condition does somewhat exist for Lincoln Street southbound; however, a driver would have passed through the signal and most likely would still be sitting in a queue and a stop-sign approaching the schools at some point whether on Shawsheen Street or on Lincoln Street.

- Lincoln Street northbound provides a low volume 'quick way out' once a driver leaves the main school driveway almost directly opposite Lincoln Street along Shawsheen Street. Similarly, Lincoln Street southbound driver is most likely sitting in a queue and a stop-sign regardless of which roadway they are taking to the school.

Overall, a one-way flow condition along Lincoln Street is expected to reduce the number of vehicles along the roadway regardless of one-way flow direction. Where there may be an expectation of some redistribution to Lincoln Street once the one-way flow is in place, the removal of all traffic volumes from the opposing direction will decrease the traffic.

Effect on Resident Travel Times

The travel time runs depict of faster origin to destination routes under both the Lincoln Street northbound and southbound condition. Overall, the travel time runs indicate that Lincoln Street northbound travel is more beneficial during the weekday morning; however, multiple of these favorable runs are less than a 1-minute difference. This would suggest that there is no substantial effect on the neighborhood residents in contrast to the removal or lessening of other neighborhood concerns such as cut-through traffic. During the weekday afternoon, the Lincoln Street southbound condition generally provides the more beneficial condition with the exception to travel to Shawsheen Square (2-minute addition) and to/from WPC of which the latter for both inbound and outbound is less than 10 seconds of travel time difference.

There would be an expectation of additional travel time for neighborhood residents for some particular routes whether a Lincoln Street northbound or southbound one-way flow condition. It does appear that the Lincoln Street southbound condition provides the most overall beneficial travel time potential, or in most cases is generally negligible as compared to a faster Lincoln Street northbound condition.

RECOMMENDATION

TEC recommends a **Lincoln Street southbound one-way flow condition** to be incorporated into the Complete Streets project as a) there is not expected to be any substantial change in traffic along the connecting neighborhood streets (Cindy Lane, Marilyn Road, Arthur Road, and Theodore Avenue), b) the more applicable desire for non-resident Lincoln Street use appears to be northbound regardless of the existing posted restriction, and c) the general benefit, in most conditions, of resident travel time in the Lincoln Street southbound direction. It can be expected that the overall Lincoln Street southbound traffic volumes would be retained as part of this condition in which the northbound traffic volumes are removed. In addition, TEC would expect that the traffic volumes between 7:30 am and 8:30 am along Lincoln Street will slightly increase with the removal of the posted turn restriction; however, this slight increase should be limited to only this hour.

Attachment A

Turning Movement Counts (TMCs)

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lowell St/SR 133 & Chandler Cir/Lincoln St
 City: Andover
 Control: 1-Way Stop(WB)

Project ID: 24-430035-001
 Date: 4/23/2024

Data - Total

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	1	42	2	0	5	79	1	0	1	2	3	0	0	0	2	1	0	0	139		
7:15 AM	0	56	0	0	2	97	0	0	1	1	2	0	3	0	2	0	0	164			
7:30 AM	5	56	0	0	0	152	0	0	1	1	8	0	2	0	1	0	0	226			
7:45 AM	1	60	1	0	0	161	1	0	2	0	19	0	3	2	3	0	0	253			
8:00 AM	3	85	3	0	1	170	0	0	4	0	7	0	4	4	5	0	0	286			
8:15 AM	1	68	0	0	0	169	1	0	2	1	5	0	1	1	4	0	0	253			
8:30 AM	1	82	1	0	2	135	2	0	0	2	2	0	0	0	3	0	0	230			
8:45 AM	5	90	3	0	3	138	2	0	2	3	2	0	2	0	2	0	0	252			
9:00 AM	1	63	1	0	2	98	2	0	1	2	1	0	1	2	2	0	0	176			
9:15 AM	3	40	1	0	1	85	0	0	1	1	5	0	0	1	3	0	0	141			
9:30 AM	0	56	1	0	2	65	1	0	2	0	1	0	0	0	5	0	0	133			
9:45 AM	0	48	1	0	3	57	2	0	0	1	6	0	1	0	6	0	0	125			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	2.69%	95.52%	1.79%	0.00%	1.46%	97.71%	0.83%	0.00%	18.48%	15.22%	66.30%	0.00%	25.76%	15.15%	57.58%	1.52%	2378				
PEAK HR :	07:45 AM - 08:45 AM																TOTAL				
PEAK HR VOL :	6	295	5	0	3	635	4	0	8	3	33	0	8	7	15	0	1022				
PEAK HR FACTOR :	0.500	0.868	0.417	0.000	0.375	0.934	0.500	0.000	0.500	0.375	0.434	0.000	0.500	0.438	0.750	0.000	0.893				
	0.841				0.939				0.524				0.577								

NS/EW Streets:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
10:00 AM	0	63	3	0	2	68	0	0	0	0	6	0	0	0	2	0	0	144
10:15 AM	1	40	1	0	2	74	0	0	1	0	2	0	1	2	4	0	0	128
10:30 AM	4	69	0	0	2	64	0	0	0	1	4	0	2	0	2	0	0	148
10:45 AM	0	53	0	0	2	55	2	0	1	1	1	0	0	1	3	0	0	119
11:00 AM	1	46	3	0	3	62	1	0	2	1	1	0	1	2	3	0	0	126
11:15 AM	0	55	1	0	3	66	1	0	0	1	1	0	2	1	4	0	0	135
11:30 AM	2	64	1	0	2	63	1	0	1	0	3	0	1	0	4	0	0	142
11:45 AM	4	68	0	0	2	70	1	0	1	0	2	0	0	0	2	0	0	150
12:00 PM	0	52	1	0	2	69	1	0	0	0	2	0	1	0	7	0	0	135
12:15 PM	2	75	1	0	3	64	3	0	1	1	4	0	0	1	4	0	0	159
12:30 PM	2	50	1	0	2	73	0	0	0	2	4	0	2	0	5	0	0	141
12:45 PM	2	57	0	0	3	58	3	0	3	3	4	0	0	4	2	0	0	139
1:00 PM	1	51	2	0	6	60	2	0	1	0	6	0	2	1	1	0	0	133
1:15 PM	2	47	0	0	3	70	1	0	2	1	3	0	1	1	4	0	0	135
1:30 PM	0	56	1	1	4	64	2	0	0	0	0	0	2	0	2	0	0	132
1:45 PM	1	61	2	0	5	50	0	0	2	0	3	0	0	0	3	0	0	127
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	2.32%	95.78%	1.80%	0.11%	4.20%	94.15%	1.65%	0.00%	20.83%	15.28%	63.89%	0.00%	18.75%	16.25%	65.00%	0.00%	2193	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL	
PEAK HR VOL :	8	259	3	0	9	266	6	0	3	1	11	0	2	1	17	0	586	
PEAK HR FACTOR :	0.500	0.863	0.750	0.000	0.750	0.950	0.500	0.000	0.750	0.250	0.688	0.000	0.500	0.250	0.607	0.000	0.921	
	0.865				0.962				0.625				0.625					

NS/EW Streets:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
2:00 PM	5	52	2	0	4	87	2	0	0	5	1	0	1	1	4	0	0	164
2:15 PM	1	61	1	0	6	88	1	0	0	1	2	0	4	0	6	0	0	171
2:30 PM	1	83	0	1	9	75	0	0	2	2	3	0	2	3	9	0	0	190
2:45 PM	1	73	5	0	5	79	2	0	1	3	0	0	1	1	4	0	0	175
3:00 PM	5	61	1	0	4	98	0	0	4	3	3	0	18	10	22	0	0	229
3:15 PM	0	81	2	0	4	69	1	0	0	1	3	0	2	4	6	0	0	173
3:30 PM	2	105	1	0	6	93	2	0	1	0	1	0	3	3	5	0	0	222
3:45 PM	6	65	1	0	11	81	0	0	1	2	4	0	0	1	2	0	0	174
4:00 PM	6	66	3	0	3	96	2	0	2	2	0	0	0	2	5	0	0	187
4:15 PM	1	64	3	0	8	87	0	0	1	4	2	0	1	3	5	0	0	179
4:30 PM	1	89	2	0	2	76	1	0	0	3	0	0	1	0	10	0	0	185
4:45 PM	4	82	1	0	8	104	1	0	1	0	4	0	3	0	7	0	0	215
5:00 PM	2	75	2	0	7	93	1	0	0	3	2	0	3	2	4	0	0	194
5:15 PM	2	65	1	0	5	106	0	0	2	2	1	0	4	4	3	0	0	195
5:30 PM	1	87	3	0	5	100	6	0	1	3	0	0	1	6	4	0	0	217
5:45 PM	2	73	1	0	8	77	1	0	1	2	3	0	7	3	7	0	0	185
6:00 PM	4	66	2	0	5	116	1	0	0	2	0	0	4	3	1	0	0	204
6:15 PM	2	67	1	0	1	96	2	0	1	5	2	0	4	5	4	0	0	190
6:30 PM	3	60	3	0	3	80	1	0	0	1	5	0	0	3	8	0	0	167
6:45 PM	4	54	1	0	4	76	0	0	0	3	3	0	1	3	1	0	0	150
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	3.49%	94.08%	2.37%	0.07%	5.66%	93.09%	1.26%	0.00%	17.31%	45.19%	37.50%	0.00%	25.64%	24.36%	50.00%	0.00%	3766	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	9	309	7	0	25	403	8	0	4	8	7	0	11	12	18	0	821	
PEAK HR FACTOR :	0.563	0.888	0.583	0.000	0.781	0.950	0.333	0.000	0.500	0.667	0.438	0.000	0.688	0.500	0.643	0.000	0.946	
	0.893				0.965				0.950				0.932					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lowell St/SR 133 & Chandler Cir/Lincoln St
 City: Andover
 Control: 1-Way Stop(WB)

Project ID: 24-430035-001
 Date: 4/23/2024

Data - Cars

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	38	2	0	5	77	1	0	1	2	3	0	0	0	2	0	0	0	0	131	
7:15 AM	0	51	0	0	2	95	0	0	1	1	2	0	3	0	2	0	0	0	0	157	
7:30 AM	4	52	0	0	0	148	0	0	1	1	7	0	2	0	1	0	0	0	0	216	
7:45 AM	1	59	1	0	0	153	1	0	2	0	19	0	3	2	3	0	0	0	0	244	
8:00 AM	3	81	3	0	1	160	0	0	4	0	6	0	4	3	5	0	0	0	0	270	
8:15 AM	0	63	0	0	0	166	1	0	2	1	5	0	1	1	4	0	0	0	0	244	
8:30 AM	1	79	1	0	1	130	2	0	0	2	2	0	0	0	3	0	0	0	0	221	
8:45 AM	5	86	3	0	3	133	2	0	2	3	2	0	2	0	2	0	0	0	0	243	
9:00 AM	1	61	1	0	1	95	2	0	1	2	1	0	1	2	2	0	0	0	0	170	
9:15 AM	2	40	1	0	1	80	0	0	1	1	5	0	0	1	3	0	0	0	0	135	
9:30 AM	0	51	1	0	2	61	1	0	2	0	1	0	0	0	5	0	0	0	0	124	
9:45 AM	0	42	1	0	3	55	2	0	0	1	6	0	1	0	6	0	0	0	0	117	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	2.32%	95.78%	1.91%	0.00%	1.37%	97.76%	0.87%	0.00%	18.89%	15.56%	65.56%	0.00%	26.56%	14.06%	59.38%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL				
PEAK HR VOL :	5	282	5	0	2	609	4	0	8	3	32	0	8	6	15	0					979
PEAK HR FACTOR :	0.417	0.870	0.417	0.000	0.500	0.917	0.500	0.000	0.500	0.375	0.421	0.000	0.500	0.500	0.750	0.000					0.906
	0.839				0.921				0.512				0.604								

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
NOON	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
10:00 AM	0	60	3	0	2	65	0	0	0	0	4	0	0	0	2	0	0	0	0	136	
10:15 AM	1	40	1	0	2	70	0	0	1	0	2	0	1	2	4	0	0	0	0	124	
10:30 AM	4	67	0	0	2	62	0	0	0	1	4	0	2	0	2	0	0	0	0	144	
10:45 AM	0	51	0	0	2	53	2	0	1	1	1	0	0	1	3	0	0	0	0	115	
11:00 AM	1	41	3	0	3	55	1	0	2	1	1	0	1	2	3	0	0	0	0	114	
11:15 AM	0	50	1	0	3	64	1	0	0	1	1	0	2	1	4	0	0	0	0	128	
11:30 AM	2	62	1	0	2	60	1	0	1	0	3	0	1	0	4	0	0	0	0	137	
11:45 AM	3	64	0	0	2	69	1	0	1	0	1	0	0	0	2	0	0	0	0	143	
12:00 PM	0	51	0	0	2	67	1	0	0	0	2	0	1	0	6	0	0	0	0	130	
12:15 PM	2	73	1	0	3	61	3	0	1	1	4	0	0	1	4	0	0	0	0	154	
12:30 PM	0	49	1	0	2	72	0	0	0	2	4	0	2	0	5	0	0	0	0	137	
12:45 PM	2	55	0	0	3	57	3	0	3	3	4	0	0	2	2	0	0	0	0	134	
1:00 PM	1	50	2	0	6	52	2	0	1	0	3	0	2	1	1	0	0	0	0	121	
1:15 PM	2	46	0	0	3	69	1	0	1	1	3	0	1	1	4	0	0	0	0	132	
1:30 PM	0	53	1	1	4	63	2	0	0	0	0	0	2	0	2	0	0	0	0	128	
1:45 PM	0	58	2	0	5	49	0	0	2	0	3	0	0	0	3	0	0	0	0	122	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	1.99%	96.13%	1.77%	0.11%	4.37%	93.92%	1.71%	0.00%	21.54%	16.92%	61.54%	0.00%	19.48%	14.29%	66.23%	0.00%					
PEAK HR :	11:30 AM - 12:30 PM																TOTAL				
PEAK HR VOL :	7	250	2	0	9	257	6	0	3	1	10	0	2	1	16	0					564
PEAK HR FACTOR :	0.583	0.856	0.500	0.000	0.750	0.931	0.500	0.000	0.750	0.250	0.625	0.000	0.500	0.250	0.667	0.000					0.916
	0.852				0.944				0.583				0.679								

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
2:00 PM	5	50	2	0	3	85	2	0	0	3	0	0	1	1	2	0	0	0	0	154	
2:15 PM	1	59	1	0	5	84	1	0	0	1	2	0	3	0	5	0	0	0	0	162	
2:30 PM	1	82	0	1	7	75	0	0	2	2	3	0	2	3	9	0	0	0	0	187	
2:45 PM	1	71	5	0	5	77	2	0	1	3	0	0	1	1	4	0	0	0	0	171	
3:00 PM	5	61	1	0	4	93	0	0	4	3	3	0	18	10	21	0	0	0	0	223	
3:15 PM	0	79	2	0	4	66	1	0	0	1	3	0	2	4	6	0	0	0	0	168	
3:30 PM	1	104	1	0	6	90	2	0	1	0	1	0	3	3	5	0	0	0	0	217	
3:45 PM	5	64	1	0	10	78	0	0	1	2	3	0	0	1	2	0	0	0	0	167	
4:00 PM	5	66	3	0	3	95	2	0	2	2	0	0	0	2	5	0	0	0	0	185	
4:15 PM	1	63	3	0	8	85	0	0	1	4	2	0	1	3	5	0	0	0	0	176	
4:30 PM	1	89	2	0	2	76	1	0	0	3	0	0	1	0	10	0	0	0	0	185	
4:45 PM	4	81	1	0	8	102	1	0	1	0	4	0	3	0	7	0	0	0	0	212	
5:00 PM	2	74	2	0	7	91	1	0	0	3	2	0	3	2	4	0	0	0	0	191	
5:15 PM	2	64	1	0	5	105	0	0	2	2	1	0	4	4	3	0	0	0	0	193	
5:30 PM	1	87	3	0	5	98	6	0	1	3	0	0	1	6	4	0	0	0	0	215	
5:45 PM	2	72	1	0	8	76	1	0	1	2	3	0	7	3	7	0	0	0	0	183	
6:00 PM	4	66	2	0	5	115	1	0	0	2	0	0	4	3	1	0	0	0	0	203	
6:15 PM	2	67	1	0	1	96	2	0	1	5	1	0	4	4	4	0	0	0	0	188	
6:30 PM	3	60	3	0	3	80	1	0	0	1	4	0	0	3	8	0	0	0	0	166	
6:45 PM	4	54	1	0	4	76	0	0	0	3	2	0	1	3	1	0	0	0	0	149	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	3.33%	94.20%	2.40%	0.07%	5.51%	93.21%	1.28%	0.00%	18.56%	46.39%	35.05%	0.00%	25.88%	24.56%	49.56%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL				
PEAK HR VOL :	9	306	7	0	25	396	8	0	4	8	7	0	11	12	18	0					811
PEAK HR FACTOR :	0.563	0.879	0.583	0.000	0.781	0.943	0.333	0.000	0.500	0.667	0.438	0.000	0.688	0.500	0.643	0.000					0.943
	0.885				0.966				0.950				0.932								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lowell St/SR 133 & Chandler Cir/Lincoln St
 City: Andover
 Control: 1-Way Stop(WB)

Project ID: 24-430035-001
 Date: 4/23/2024

Data - HT

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	1	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
7:15 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
7:30 AM	1	4	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	10	
7:45 AM	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
8:00 AM	0	4	0	0	0	10	0	0	0	0	0	1	0	0	0	0	1	0	0	16	
8:15 AM	1	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
8:30 AM	0	3	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
8:45 AM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
9:00 AM	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
9:15 AM	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
9:30 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
9:45 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	8.51%	91.49%	0.00%	0.00%	3.64%	96.36%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	0.00%	50.00%	106				
PEAK HR :	07:45 AM - 08:45 AM																TOTAL				
PEAK HR VOL :	1	13	0	0	1	26	0	0	0	0	1	0	0	1	0	0	43				
PEAK HR FACTOR :	0.250	0.650	0.000	0.000	0.250	0.650	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.672				
	0.583				0.675				0.250				0.250								

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
NOON	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
10:00 AM	0	3	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	8	
10:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
10:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
10:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:00 AM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
11:15 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
11:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
11:45 AM	1	4	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
12:00 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
12:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
12:30 PM	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
12:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	5	
1:00 PM	0	1	0	0	0	8	0	0	0	0	0	3	0	0	0	0	0	0	0	12	
1:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
1:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1:45 PM	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	9.52%	88.10%	2.38%	0.00%	0.00%	100.00%	0.00%	0.00%	14.29%	0.00%	85.71%	0.00%	0.00%	66.67%	33.33%	0.00%	94				
PEAK HR :	11:30 AM - 12:30 PM																TOTAL				
PEAK HR VOL :	1	9	1	0	0	9	0	0	0	0	1	0	0	0	1	0	22				
PEAK HR FACTOR :	0.250	0.563	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.786				
	0.550				0.750				0.250				0.250								

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
2:00 PM	0	2	0	0	1	2	0	0	0	2	1	0	0	0	2	0	0	0	0	10	
2:15 PM	0	2	0	0	1	4	0	0	0	0	0	0	1	0	1	0	0	0	0	9	
2:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6	
3:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
3:30 PM	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
3:45 PM	1	1	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	15.79%	84.21%	0.00%	0.00%	12.82%	87.18%	0.00%	0.00%	0.00%	28.57%	71.43%	0.00%	16.67%	16.67%	66.67%	0.00%	71				
PEAK HR :	04:45 PM - 05:45 PM																TOTAL				
PEAK HR VOL :	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10				
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833				
	0.750				0.875																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lowell St/SR 133 & Chandler Cir/Lincoln St
 City: Andover
 Control: 1-Way Stop(WB)

Project ID: 24-430035-001
 Date: 4/23/2024

Data - Bikes

NS/EW Streets:	Lowell St/SR 133				Lowell St/SR 133				Chandler Cir/Lincoln St				Chandler Cir/Lincoln St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	4
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lowell St/SR 133 & Chandler Cir/Lincoln St
City: Andover

Project ID: 24-430035-001
Date: 4/23/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Lowell St/SR 133		Lowell St/SR 133		Chandler Cir/Lincoln St		Chandler Cir/Lincoln St				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	2	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	6	0	7
7:45 AM	0	0	0	0	0	0	1	0	5	0	6
8:00 AM	0	0	0	0	0	0	2	3	3	2	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1	1	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	1	0	2	4
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	0	0	0	0	8	8	14	4	35
	100.00%	0.00%					50.00%	50.00%	77.78%	22.22%	
PEAK HR :	07:45 AM - 08:45 AM										TOTAL
PEAK HR VOL :	1	0	0	0	0	0	4	4	8	2	19
PEAK HR FACTOR :	0.250	0					0.500	0.333	0.400	0.250	0.475
		0.250						0.400		0.500	

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	0	0	1	2	1	1	5
11:15 AM	0	0	0	0	0	0	2	3	0	0	5
11:30 AM	0	0	0	0	0	0	1	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	4	0	1	0	5
12:45 PM	0	0	0	0	0	0	0	1	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	1	0	0	0	1
1:45 PM	0	0	0	0	0	0	2	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	13	7	4	2	26
							65.00%	35.00%	66.67%	33.33%	
PEAK HR :	11:30 AM - 12:30 PM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	1	1	0	5
PEAK HR FACTOR :							0.750	0.250	0.250	0	0.625
								1.000		0.250	

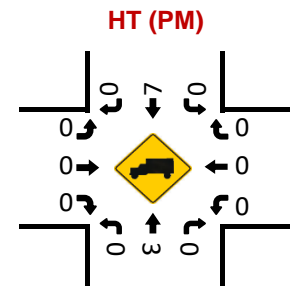
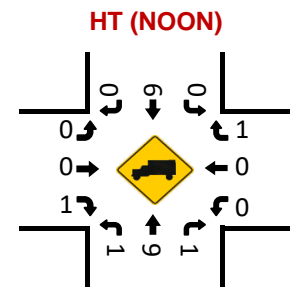
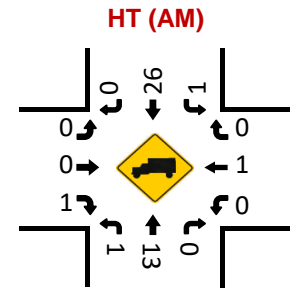
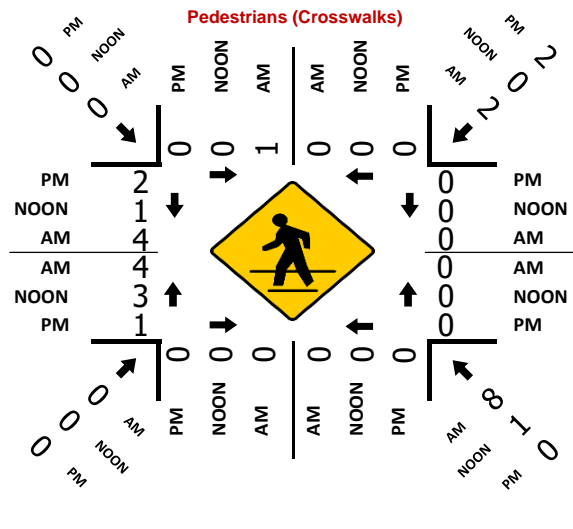
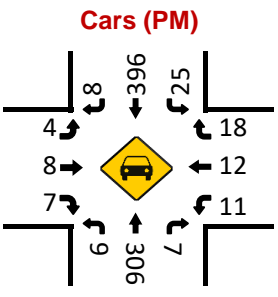
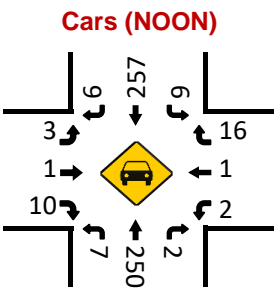
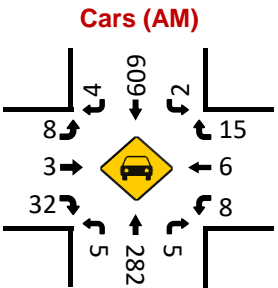
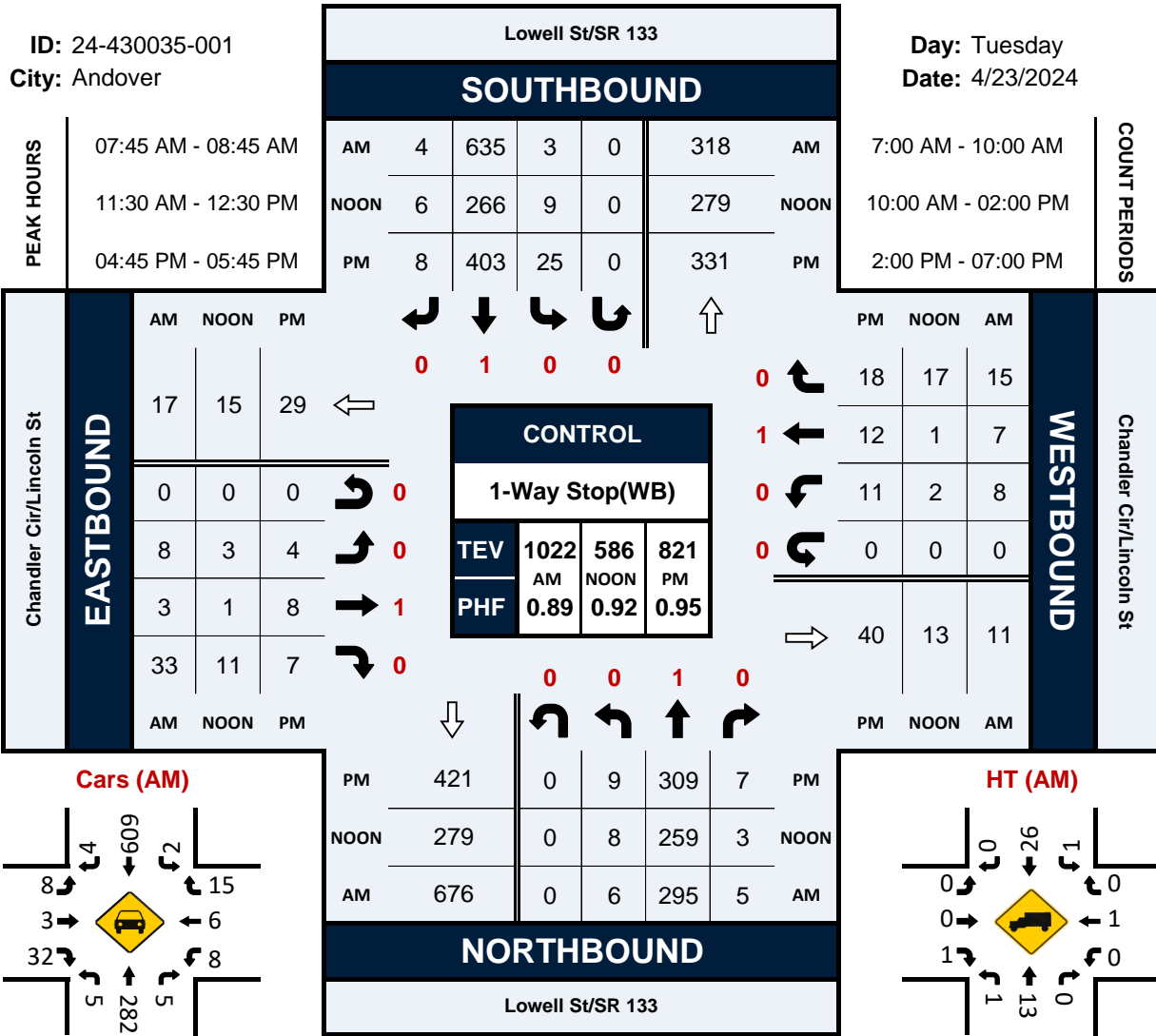
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	1	1	3
3:00 PM	0	0	0	0	0	0	1	2	0	15	18
3:15 PM	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	2	0	2	0	4
3:45 PM	0	0	0	0	0	0	0	1	0	6	7
4:00 PM	0	1	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	1	1	0	1	3
4:30 PM	0	0	0	0	0	0	2	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	1	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	2	3	2	3	10
6:30 PM	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	0	0	0	0	11	11	6	29	58
	0.00%	100.00%					50.00%	50.00%	17.14%	82.86%	
PEAK HR :	04:45 PM - 05:45 PM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	2	0	2	5
PEAK HR FACTOR :							0.250	0.500		0.500	0.417
								0.375		0.500	

Lowell St/SR 133 & Chandler Cir/Lincoln St

Peak Hour Turning Movement Count

ID: 24-430035-001
City: Andover

Day: Tuesday
Date: 4/23/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln St & Shawsheen Rd
 City: Andover
 Control: 1-Way Stop(SB)

Project ID: 24-430035-002
 Date: 4/23/2024

Data - Bikes

NS/EW Streets:	Lincoln St				Lincoln St				Shawsheen Rd				Shawsheen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500

NS/EW Streets:	Lincoln St				Lincoln St				Shawsheen Rd				Shawsheen Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

NS/EW Streets:	Lincoln St				Lincoln St				Shawsheen Rd				Shawsheen Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	3	0	0	0	2	2	0	8
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln St & Shawsheen Rd
City: Andover

Project ID: 24-430035-002
Date: 4/23/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Lincoln St		Lincoln St		Shawsheen Rd		Shawsheen Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	0	0	0	0	3
8:00 AM	3	0	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 7	WB 2	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 9
APPROACH %'s :	77.78% 22.22%								
PEAK HR :	07:30 AM - 08:30 AM								TOTAL 7
PEAK HR VOL :	6	1	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.500	0.250							0.583

NS/EW Streets:	Lincoln St		Lincoln St		Shawsheen Rd		Shawsheen Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
NOON	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	1	1	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	0	0	0	1
1:30 PM	1	3	0	0	0	0	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 4	WB 5	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 9
APPROACH %'s :	44.44% 55.56%								
PEAK HR :	12:15 PM - 01:15 PM								TOTAL 1
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250	0							0.250

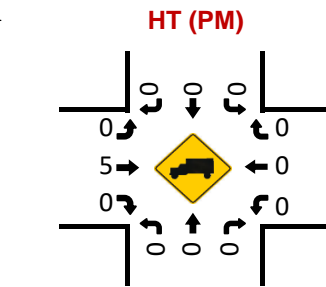
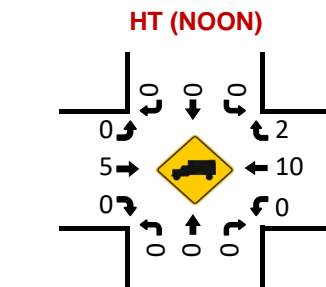
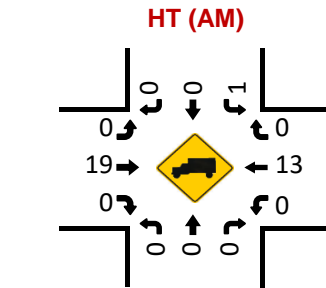
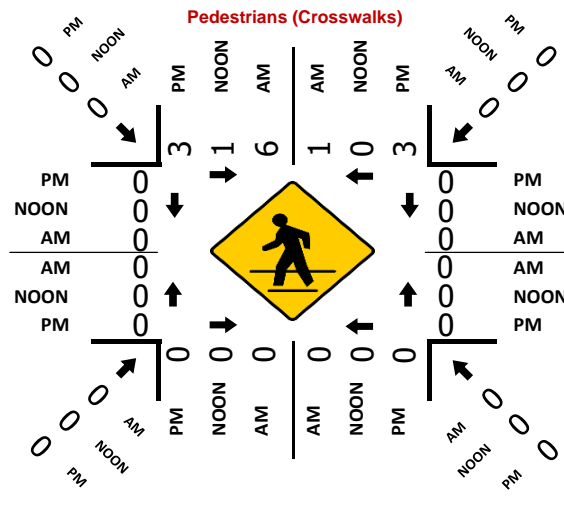
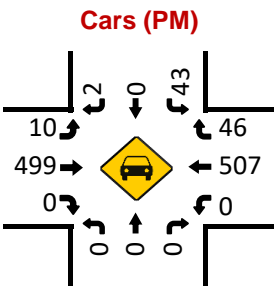
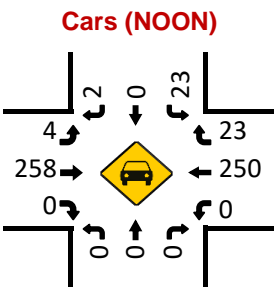
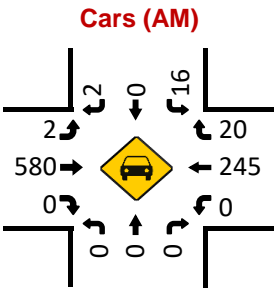
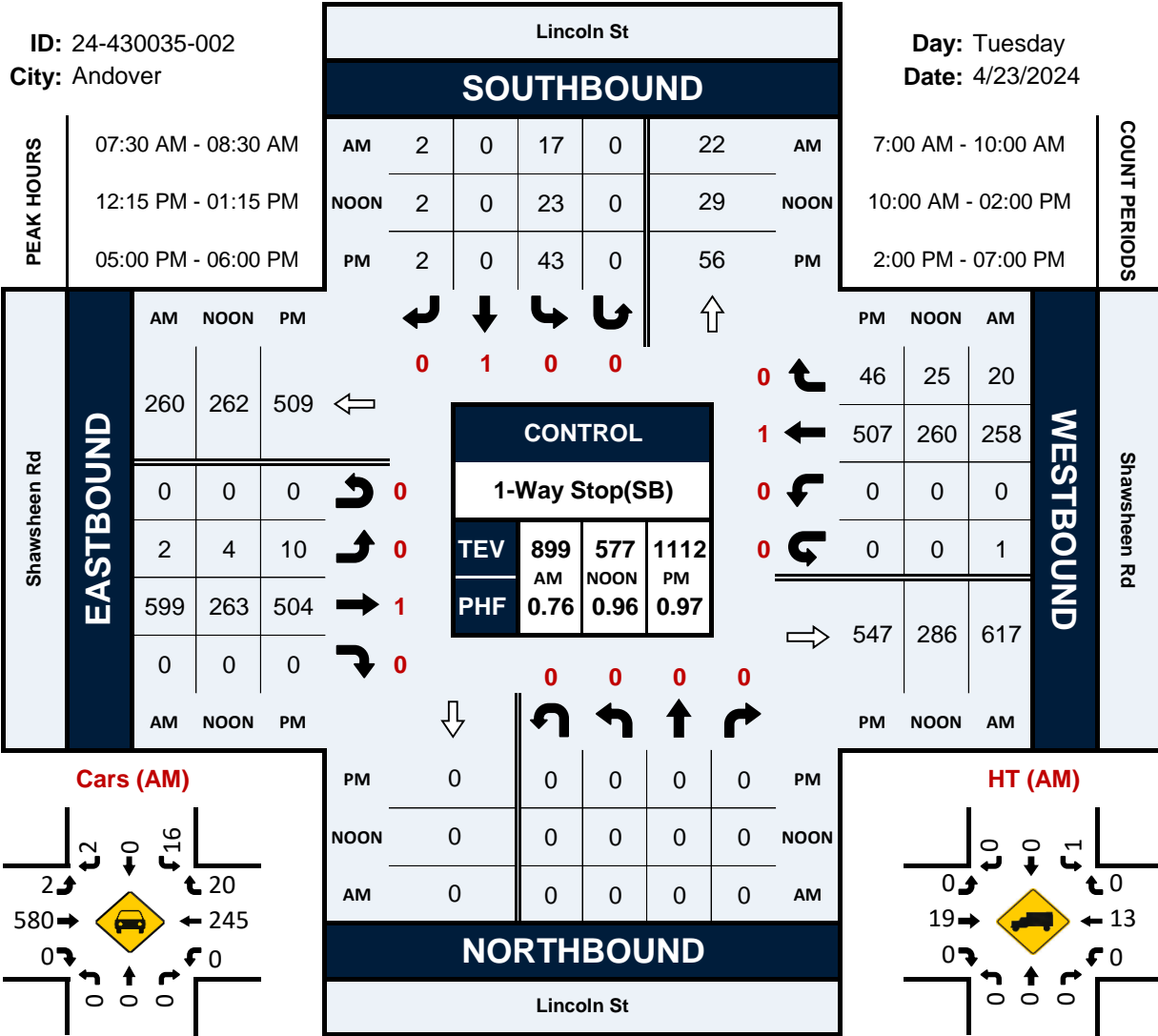
NS/EW Streets:	Lincoln St		Lincoln St		Shawsheen Rd		Shawsheen Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	1	14	0	0	0	0	0	0	15
3:00 PM	0	4	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	31	0	0	0	0	0	0	31
4:00 PM	8	1	0	0	0	0	0	0	9
4:15 PM	14	0	0	0	0	0	0	0	14
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	0	0	0	0	2
5:45 PM	2	2	0	0	0	0	0	0	4
6:00 PM	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	3	0	0	0	0	0	0	3
6:45 PM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 28	WB 57	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 85
APPROACH %'s :	32.94% 67.06%								
PEAK HR :	05:00 PM - 06:00 PM								TOTAL 6
PEAK HR VOL :	3	3	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.375	0.375							0.375

Lincoln St & Shawsheen Rd

Peak Hour Turning Movement Count

ID: 24-430035-002
City: Andover

Day: Tuesday
Date: 4/23/2024



Attachment B

Travel Time Runs

Route: Lincoln Street to/from West Parish Cemetery Driveway
 Driver: Rana Eslamifard (TEC)
 Date: May 15, 2024
 Period: Weekday Morning

Routes		Start Time	Travel Time	Finish Time
1A	Lincoln St @ Marilyn Rd	7:50	02:07	7:52
1B	WPC Parking	7:53	02:28	7:55
2A	Lincoln St @ Marilyn Rd	7:56	03:16	7:59
2B	WPC Parking	8:01	05:36	8:06
1A	Lincoln St @ Marilyn Rd	8:08	02:52	8:10
1B	WPC Parking	8:12	02:10	8:14
2A	Lincoln St @ Marilyn Rd	8:15	02:33	8:17
2B	WPC Parking	8:18	02:27	8:20
1A	Lincoln St @ Marilyn Rd	8:22	02:17	8:24
1B	WPC Parking	8:25	02:01	8:27
2A	Lincoln St @ Marilyn Rd	8:28	02:24	8:30
2B	WPC Parking	8:31	02:38	8:33
1A	Lincoln St @ Marilyn Rd	8:36	02:13	8:38
1B	WPC Parking	8:39	02:11	8:41
2A	Lincoln St @ Marilyn Rd	8:43	03:25	8:46
2B	WPC Parking	8:46	03:52	8:49

Start point: Lincoln Street @ Marilyn Road

Average Travel Time	1A	02:22
	1B	02:13
	2A	02:55
	2B	03:38

Route: Lincoln Street to/from West Parish Cemetery Driveway
 Driver: Rana Eslamifard (TEC)
 Date: May 13, 2024
 Period: Weekday Afternoon

	Routes	Start Time	Travel Time	Finish Time
1	Lincoln St @ Marilyn Rd	2:58	03:40	3:01
1	WPC Parking	3:02	05:01	3:07
2	Lincoln St @ Marilyn Rd	3:10	04:20	3:14
2	WPC Parking	3:15	03:46	3:18
1	Lincoln St @ Marilyn Rd	3:18	04:25	3:22
1	WPC Parking	3:22	02:59	3:24
2	Lincoln St @ Marilyn Rd	3:24	02:44	3:26
2	WPC Parking	3:28	03:05	3:31
1	Lincoln St @ Marilyn Rd	3:32	02:57	3:34
1	WPC Parking	3:36	02:51	3:38
2	Lincoln St @ Marilyn Rd	3:40	03:52	3:43
2	WPC Parking	3:45	02:57	3:47
1	Lincoln St @ Marilyn Rd	3:49	02:15	3:51
1	WPC Parking	3:52	02:15	3:54
2	Lincoln St @ Marilyn Rd	3:56	02:52	3:58
2	WPC Parking	3:59	02:51	4:01

Start point: Lincoln Street @ Marilyn Road

1A 03:19
 1B 03:17
 2A 03:27
 2B 03:10

Route: Lincoln Street to/from Stop & Shop via Shawsheen Square
 Driver: Samuel Gregorio (TEC)
 Date: May 15, 2024
 Period: Weekday Morning

Trial # / Start point		Start Time	Travel Time @ Shawsheen Sq	Total Travel Time
1A	Lincoln St @ Marilyn Rd	7:59 AM	2:01	3:18
1B	Stop & Shop	7:49 AM	2:36	4:15
2A	Lincoln St @ Marilyn Rd	8:19 AM	2:15	3:50
2B	Stop & Shop	8:09 AM	2:27	4:10
3A	Lincoln St @ Marilyn Rd	8:39 AM	2:39	3:47
3B	Stop & Shop	8:29 AM	1:43	3:21

Start point: (A) Lincoln Street @ Marilyn Road; or (B) Stop & Shop Curb Cut

Average Travel Times	Direction A	1:23	2:11
	Direction B	1:21	2:21

Route: Lincoln Street to/from Stop & Shop via Shawsheen Square
 Driver: Kevin Dandrade (TEC)
 Date: May 13, 2024
 Period: Weekday Afternoon

Trial # / Start point		Start Time	Travel Time @ Shawsheen Sq	Total Travel Time
1A	Lincoln St @ Marilyn Rd	2:55 PM	4:15	5:55
1B	Stop & Shop	3:03 PM	3:38	5:28
2A	Lincoln St @ Marilyn Rd	3:09 PM	3:38	5:21
2B	Stop & Shop	3:17 PM	2:42	4:55
3A	Lincoln St @ Marilyn Rd	3:23 PM	6:05	7:25
3B	Stop & Shop	3:32 PM	1:57	3:39
4A	Lincoln St @ Marilyn Rd	3:36 PM	6:36	9:04
4B	Stop & Shop	3:45 PM	2:34	4:20
5A	Lincoln St @ Marilyn Rd	3:50 PM	4:16	5:39
5B	Stop & Shop	3:57 PM	1:16	3:03

Start point: (A) Lincoln Street @ Marilyn Road; or (B) Stop & Shop Curb Cut

Average Travel Times	Direction A	4:58	6:40
	Direction B	2:25	4:17

Route: Lincoln Street to/from Stop & Shop via School Street
 Driver: Rebecca Dean (TEC)
 Date: May 15, 2024
 Period: Weekday Morning

Trial # / Start point		Start Time	Total Travel Time
1A	Stop & Shop	7:50 AM	7:38
1B	Lincoln St @ Marilyn Rd	8:00 AM	4:41
2A	Stop & Shop	8:09 AM	9:13
2B	Lincoln St @ Marilyn Rd	8:21 AM	4:26
3A	Stop & Shop	8:30 AM	3:10
3B	Lincoln St @ Marilyn Rd	8:40 AM	3:36

Start point: (A) Stop & Shop Curb Cut; or (B) Lincoln Street @ Marilyn Road

Average Travel Times	Direction A	6:40
	Direction B	4:14

Route: Lincoln Street to/from Stop & Shop via School Street
 Driver: Rebecca Dean (TEC)
 Date: May 13, 2024
 Period: Weekday Afternoon

Trial # / Start point		Start Time	Total Travel Time
1A	Stop & Shop	3:00 PM	8:06
1B	Lincoln St @ Marilyn Rd	3:11 PM	4:51
2A	Stop & Shop	3:18 PM	3:00
2B	Lincoln St @ Marilyn Rd	3:23 PM	4:27
3A	Stop & Shop	3:31 PM	2:46
3B	Lincoln St @ Marilyn Rd	3:35 PM	4:15
4A	Stop & Shop	3:42 PM	2:58
4B	Lincoln St @ Marilyn Rd	3:49 PM	5:58

Start point: (A) Stop & Shop Curb Cut; or (B) Lincoln Street @ Marilyn Road

Average Travel Times	Direction A	4:12
	Direction B	4:52

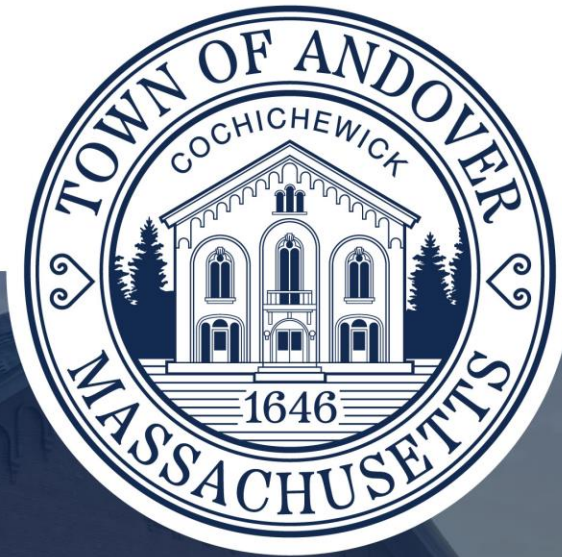
Route: Lincoln Terminus
Driver: Samuel Gregorio (TEC)
Date: May 29, 2024
Period: Weekday Morning

Trial # / Start point		Total Travel Time
4a	Shawsheen to Lowell	1:52
4b	Lowell to Shawsheen	3:22

Route: Lincoln Terminus
Driver: Rebecca Dean (TEC)
Date: May 28, 2024
Period: Weekday Afternoon

Trial # / Start point		Total Travel Time
4a	Shawsheen to Lowell	2:47
4b	Lowell to Shawsheen	2:48

Proposed Goals for FY 2025



July 22, 2024

Agenda

- Lowering the Rate of Increase of the Average Tax Bill
- Town Manager Proposed Goals
- Select Board Member Proposed Goals
- Discussion

Lowering the Rate of Increase of the Average Tax Bill

- **The annual increase of the average tax bill is subject to the following:**
 - The growth in value of each classification of property (residential, commercial/industrial, personal property).
 - The Select Board's application of the tax shift.
 - Approved appropriations and debt exclusions.
- **The most straight forward approach to “manually” lowering the rate of increase of the annual tax bill would be to increase excess levy capacity.**
 - Example: Looking ahead to FY 2026, the projected annual increase in the average tax bill would be less if the Town budgeted \$400,000 in excess levy capacity, rather than \$300,000.
 - This approach is not without budget and mechanical challenges.

Lowering the Rate of Increase of the Average Tax Bill – Budget Challenges

Anticipated Budget Challenges – FY 2026 & beyond:

- Overall increase in demand for services.
- Multi-Year School Department deficit.
- Collective bargaining agreements with all Town unions expire on June 30, 2025.
- Major changes to solid waste and recycling disposal.
- Unknown economic conditions and associated impacts on real estate investment.

Key Factors:

- Andover has never relied on a Proposition 2 ½ Override.
- Andover is one of the few AAA rated communities that “budget” excess levy capacity.
- Why this matters? Andover is expected to provide comparable services to AAA rated communities that either tax to the levy limit and/or have increased the levy through the override process.

Lowering the Rate of Increase of the Average Tax Bill – Mechanical Challenges

Using excess levy capacity to back into a targeted increase is complicated due to timing and the real estate market.

- **Example:** The budget is approved in late April or early May. Values for each classification of property and the calculation of new growth are through June 30th of each year. Varying shifts in market values across the different classes of property can cause unanticipated swings in the annual growth of the residential tax bill.

Excess Levy capacity is available for appropriation.

Fiscal Year	% Increase in Average Res. Tax Bill	\$ Increase in Average Res. Tax Bill	
2003	9.60%	\$480	Residential values increased 9% more than all other classifications
2005	5.20%	\$298	Residential values increased 6.12% while all other classifications realized a decrease in values
2006	6.50%	\$392	Residential values increased 8.61% while all other classifications realized a decrease in values
2008	2.10%	\$141	Residential values increased 3% while personal property values increased 23.62%
2010	2.62%	\$185	Residential values increased 2.97% while personal property values increased 14.18%
2017	2.52%	\$225	Residential values increased 3.67% while personal property values increased by 20.99%
2020	2.50%	\$250	Residential values increased 3.28% while personal property values increased by 25.43%
2022	4.30%	\$459	Residential values increased by 8.80% while commercial values decreased by 1.13% and personal property values decreased by 14.48%

Lowering the Rate of Increase of the Average Tax Bill – Relevant Suggested Goals

- Increase Excess Levy Capacity as % of Budget.
- Establish Capital Stabilization Fund / Increase Capacity of CIP.
- Increase Free Cash balance to that of comparable communities.
- Develop budget alternative limiting all-in average single-family residence tax growth to 3.5% (including exempt debt service or other overrides).
- **Understanding the relationship between this goals will be critical.**

Administration & Finance

- **Work with the Select Board to further define the relationship between the budget and the annual tax increase.**
 - **Deliverable:** *Prior to setting the FY2025 tax rate, facilitate tax information session for the purposes of illustrating the mechanics of the annual tax increase and how it relates to the budget and service delivery. At the Board's direction, identify impacts of reducing the rate of growth of the average tax bill.*
- **Evaluate Phase 1 of the Public Safety staffing plan, continue to assess staffing levels and identify additional needs that may be incorporated in Phase 2 of the plan.**
 - **Deliverable:** *Based on evaluation of phase 1, make recommendations for a phase 2 in the FY2026 budget recommendation.*
- **Identify funding plan to appropriately resource the Town's cybersecurity efforts.**
 - **Deliverable:** *Make recommendation in the FY2026 budget recommendation, or prior to the release of the budget, providing resources are available.*

Administration & Finance

- **Hold Financial Summit with the Select Board, Finance Committee and School Committee in Fall of 2024.**
 - **Deliverable:** *The purpose of the summit will be to review the Long-Range Financial Plan and to receive feedback on longstanding assumptions. Through working groups, modify the plan to better align with current revenue expectations and the needs of the organization and community. Finalize updated LRFP by end of 2024.*
- **Begin to negotiate successor contracts for all Town collective bargaining agreements expiring in FY2025.**
 - **Deliverable:** *Develop a framework for bargaining agreements that promotes innovation, efficiencies, and a potential expansion of services consistent with the principles of the Long-Range Financial Plan.*
- **Utilize funds from the opioid settlement to advance the recommendations of the Community Health Improvement Plan (CHIP).**
 - **Deliverable:** *Explore providing enhanced access to mental health resources through utilization of opioid funding. Develop plan and present to the Select Board.*

Administration & Finance

- **Develop communication plan and prepare for changes to solid waste and recycling disposal.**
 - ***Deliverable:*** Launch effective communication strategy to inform residents of potential changes to solid waste and recycling disposal and prepare for a July 1, 2025 transition. (Note: a pay-to-throw model is not being considered at this time)
- **Create a standing Select Board agenda item: Town Manager's Report.**
 - ***Deliverable:*** The Town Manager will provide a report via a standing agenda item at every Select Board meeting. The report shall include, but not be limited to, the following information as it is available:
 - Updates on Town projects and initiatives.
 - Information on community events.
 - Updates on key vacancies and the status of hiring and appointments
 - Updates on grants, including information on grants received, projects funded and/or proposed.
 - Updates on achievements, recognitions and professional development activities.
 - Quarterly financial reports.

Administration & Finance

- **Continue to develop approaches and programs designed to promote the Town's effort to recruit and retain a talented workforce.**
 - **Deliverable:** *Work with the Andover Independent Employee Association as part of pilot program to identify opportunities to position and maintain Andover as a competitive employer that meets the evolving needs of the workforce. Work with AIEA to explore the framework for an employee survey.*

Capital Improvements

- **Complete the capping of the Ledge Road Landfill.**
 - **Deliverable:** Complete the project in compliance with the administrative consent order.
- **Develop plan for reuse of Shawsheen School.**
 - **Deliverable:** Develop process for evaluating the Shawsheen School and identifying potential reuses. Develop recommendations by the end of FY2025.
- **Develop phasing plan and financing model for the Chandler Road property.**
 - **Deliverable:** Acknowledging that the site may be developed in phases, build a plan and corresponding financing model to advance a potential project within the next CIP period of FY2026-FY2030.
- **Coordinate the process for advancing the Interim Plan, including engaging the community, Select Board, Finance Committee and School Committee.**
 - **Deliverable:** Select firm to complete design work for the Interim Plan. Share with stakeholders and make decision on next steps.

Capital Improvements

- **Complete the Facility Master Plan Study.**
 - **Deliverable:** Facilitate the study of all Town and school buildings to identify and prioritize long-term major capital needs.
- **Identify a funding source for a Capital Stabilization Fund.**
 - **Deliverable:** Identify and recommend a funding source for a Capital Stabilization Fund integrated within the Long-Range Financial Plan.

Communications & Resident Engagement

- **Improve public information regarding ongoing and planned Town capital projects.**
 - **Deliverable:** *Explore platforms to maintain information about projects, including solutions that may be external from the website. Implement project information solution by early 2025 and convene a cross-functional working group with representation from the Town Manager's Office, Facilities, Public Works, Planning and Administration & Finance to ensure that project information remains current and relevant.*

Economic Development & Housing

- **Monitor and manage the permitting process for development of 11 Lewis Street.**
 - **Deliverable:** *Ensure compliance with deliverables and timelines established in the executed Land Disposition Agreement.*
- **Provide information to the Board on Town-owned parcels that could be disposed of to support affordable housing in Andover.**
 - **Deliverable:** *Provide analysis to the Board on available parcels, the process required to authorize disposition, the conditions that could be attached to disposition(s), and potential uses for proceeds generated by disposition(s). Facilitate action determined by the Board.*
- **Monitor real estate activity at Brickstone Square, collect data as necessary and facilitate neighborhood discussions about potential future uses.**
 - **Deliverable:** *Closely monitor potential sale of Brickstone Square. Depending on the outcome, collect data and facilitate a neighborhood discussion about future reuse of the property.*

River & Open Space Access

- **Complete the Merrimack River Access Project along the Heffron Right of Way and the Greater Lawrence Technical School easement that will provide public safety and public access to the Merrimack River.**
 - ***Deliverable:*** Complete access road by end of 2024.

Energy & Sustainability

- **Collaborate with the Andover Green Advisory Board on shared goals and initiatives.**
 - ***Deliverable:*** Advance opt-in specialized code in preparation of consideration at the 2025 Annual Town Meeting, promote and market the Andover Ultimate opt-Up option of Andover Community Power, and host a regional climate summit.

Past goals in the areas of Active Transportation, DEI and Communications have been incorporated into the Town's work program.

Proposed Goals (suggested by Board members)

Proposed Goal	Potential Approach
Increase the Town's reserves (free cash). Develop best practices of peer AAA communities.	Discuss as part of Financial Summit/LRP update.
Increase the excess tax levy reserve to a % of total budget from \$300K. The goal is to increase the excess capacity as the budget grows.	Discuss as part of Financial Summit/LRP update & Tax Info Session.
Provide SB with method to review departmental spending, spending from discretionary/grant accounts.	Incorporate into Town Manager's Report.
Propose a FY26 budget alternative with all-in property tax growth 3.5% or less.	Discuss as part of Tax Info Session & include alternative analysis in anticipation of budget release.
Establish Capital Stabilization Fund	Incorporate as part of proposed goal.
Update Board Policy Manual	Work with Town Counsel & sub committee of Select Board to achieve this goal in FY25.

**COMMONWEALTH OF MASSACHUSETTS
WILLIAM FRANCIS GALVIN
SECRETARY OF THE COMMONWEALTH**

WARRANT FOR 2024 STATE PRIMARY

ESSEX, SS.

To the Constables of the Town of Andover

GREETINGS:

In the name of the Commonwealth, you are hereby required to notify and warn the inhabitants of said city or town who are qualified to vote in Primaries to vote at:

**Precincts 1 and 3
THE CORMIER YOUTH CENTER
WHITTIER COURT, ANDOVER, MASSACHUSETTS**

**Precincts 4, 4A, 5 and 6
WOOD HILL MIDDLE SCHOOL GYMNASIUM
HIGH PLAIN ROAD, ANDOVER, MASSACHUSETTS**

**Precincts 2, 7, 8, 9 and 10
THE RICHARD J. COLLINS FIELD HOUSE ANDOVER HIGH SCHOOL
SHAWSHEEN ROAD, ANDOVER, MASSACHUSETTS**

on **TUESDAY, THE THIRD DAY OF SEPTEMBER, 2024**, from 7:00 A.M. to 8:00 P.M. for the following purpose:

To cast their votes in the State Primaries for the candidates of political parties for the following offices:

SENATOR IN CONGRESS. FOR THIS COMMONWEALTH
REPRESENTATIVE IN CONGRESS.SIXTH CONGRESSIONAL DISTRICT
COUNCILLOR. FIFTH DISTRICT
SENATOR IN GENERAL COURTSECOND ESSEX & MIDDLESEX DISTRICT
REPRESENTATIVE IN GENERAL COURTSEVENTEENTH DISTRICT
 Precincts 2, 3, & 4
REPRESENTATIVE IN GENERAL COURT EIGHTEENTH DISTRICT
 Precincts 1, 4A, 5-10
CLERK OF COURTSESSEX COUNTY
REGISTER OF DEEDSESSEX NORTHERN DISTRICT

Pursuant to the foregoing Warrant, I, the subscriber, one of the Constables of the Town of Andover, have notified the Inhabitants of said Town to meet at the time and place and for the purposes stated in said Warrant, by posting a true and attested copy of the same on the Town Hall, on each school house, and in no less than five other public places where bills and notices are usually posted and by publication in the *Eagle Tribune*. Said warrants have been posted and published seven days.

Ronald Bertheim, Constable

WARRANT POSTING PLACES

Precinct One	Cormier Youth Center Town Offices (main bulletin board & Town Clerk's Office)
Precinct Two	Memorial Hall Library
Precinct Three	Town House (Main Street)
Precinct Four	West Elementary School
Precinct Five	High Plain Elementary School
Precinct Six	Water Treatment Plant
Precinct Seven	South Elementary School State Police Barracks (Route 125)
Precinct Eight	Bancroft Elementary School
Precinct Nine	Ballardvale Fire Station
Precinct Ten	Andover High School



Select Board Meeting

Wednesday, July 17, 2024

5:30 PM Executive Session

6:15 PM Regular Session

Select Board Room, Town Offices

36 Bartlet Street Andover, MA 01810

I. Call to Order – 5:30 P.M.

Chair, Laura Gregory called the Meeting of July 17, 2024 to order at 5:30 PM.

Members in attendance: Vice Chair, Alex Vispoli, Ellen Townson, Clerk, Kevin Coffey and Melissa Danisch.

Others in attendance, Town Manager Andrew Flanagan, Patrick Lawlor, Chief Administrative & Financial Officer, Austin Simko Town Clerk/Deputy Town Manager, and Town Counsel Doug Heim.

II. Executive Session

On a motion by Melissa Danisch and seconded by Alex Vispoli, the Board voted to go into Executive Session pursuant to Purpose 3 for confidential communication with Counsel to discuss strategy with respect to litigation filed by William Fahey, and to also discuss potential litigation regarding a class action against Generic Opioid Manufacturers/Distributors, and Purpose 6 to discuss the purchase, exchange, lease, or value of real property, i.e., the Old Town Yard/11 Lewis Street, and for the Chair to declare that an open session may have a detrimental effect on the negotiating position of the Town; and Purpose 7, to comply with, or act under the authority of, any general or special law or federal grant-in-aid requirements (the Open Meeting Law) to vote to approve and release or not release executive session minutes of June 3, 2024; and to return to open session. The Chair so declared that an Open Session may have a detrimental effect on their negotiation position of the Town. Roll call vote: Kevin Coffey-Yes, Melissa Danisch-Yes, Alex Vispoli-Yes, Ellen Townson -Yes, and Laura Gregory-Y.

III. Opening Ceremonies

A. Moment of Silence/Pledge of Allegiance

The meeting began with a Moment of Silence followed by the Pledge of Allegiance.

IV. Communications/Announcements/Liaison Reports

The Town Manager reported on the communication of a rodent issue on the North Main Street area. The Health Dept. conducted a site walk of the area and noticed evidence of the rodents and sent a mailing to residents on both sides of the street and held door to door conversations. They discovered the issue is a result of where the rodents are living and moving across other properties. The direction from the Health Division is to check for external water sources, food sources and any evidence of rodent activity.

The Town Manager reported on the Grant commitment from the Stanton Foundation and that they will be moving forward with the Dog Park in August.

At the Select Board Meeting on Monday, July 22, the Town Manager will talk about his goals and the \$92,000 grant received by IT to be used for public safety.

Patrick Lawlor recognized four employees celebrating 25 years of service; Peter Gallant, Forestry Dept, Chief Scott Gibson, Lieutenant Brian Wright, and James Landry of the Fire Department.

Austin Simko said residents will soon start receiving notices for the September 3rd Primary.

Alex Vispoli recognized Mark Comeiro, Director of Veteran Affairs, the Patriotic Holiday Committee, and Jane Burns from the Robb Center for a fantastic breakfast held July 4th.

He also reported that over 220 booths have been secured for Andover Day on September 21st with a lot of new additions.

As the Liaison to the Spring Grove Cemetery Trustees, Melissa Danisch reported on the meeting of the Spring Grove Cemetery Trustees and discussion on issues of encounters with dogs that people have experienced. A by-law was passed in 2017 says that all dogs in the cemetery must be leashed at all times. Owners also have to pick up after them, and to be mindful of any burial services going on.

Kevin Coffey received complaints from residents about noise from leaf blowing. The Town Manager said that the Health Division will go out if there is a complaint about noise. There is a law that landscape workers cannot start before 7:00 AM.

Ellen Townson said the South Church Youth Group has been donating their hours to Andover Conservation to do community service and volunteering to work on conservation land.

V. Public Comment

Katherine Levine 23 Poor Street read a statement in support of Bill Fahey's right to have his day in court. The people of Andover continue to believe that the Town mishandled the manner by which Mr. Fahey was investigated and the report around the reasons for his being fired and requires a trial to be held.

VI. Regular Business

A. Alcoholic Beverages License – Event on Town Owned Property

Board to discuss and consider voting to approve an application from Oak & Iron Brewing Co., located at 18 Red Spring Road, Andover, for a Wine and Malt One-Day Liquor License for use on Town property for Recreation Summer Concerts in The Park on July 31, 2024 and August 21, 2024 (rain dates to be the following day) under Select Board Liquor Regulations Section XI.2.N "Special One-Day Alcohol License Policy & Application for Outdoor Events on Town-owned Property."

Assistant Recreation Director, Jeff Newman, said they are adding food and ice cream trucks to the area for each concert and to have Oak and Iron there to enhance the experience. Jim Cass, Oak & Iron Brewing Company reported on their request for a Wine and Malt One-Day Liquor License for use on Town property for Recreation Summer

Concerts in The Park. They will position themselves along Bartlet Street and have a perimeter fence around the entire beer garden and a tent to control people coming in and out and expect there will be around 200 people. Mr. Cass also reported on the operational details of the event and to control access to alcohol. Austin Simko reported all necessary paperwork and approvals are in order.

Alex Vispoli moved that the Board approve the application from Oak & Iron Brewing Co., 18 Red Spring Road, Andover, MA, for a Wine and Malt One-Day Liquor License for use on Town property under Section XI.2.N "Special One-Day Alcohol License Policy & Application for Outdoor Events on Town-owned Property," where the event will be "Concerts in the Park" located at Town Park, 34 Bartlet Street, and where the manager of the liquor license will be Jim Cass; provided that all conditions of the Town are met prior to issuance. July 31, 2024 and August 21, 2024 with the rain dates the following day. Motion seconded by Melissa Danisch and voted 5-0 to approve.

B. Historic District Study Committee

Board to discuss and consider voting to appoint members of a subcommittee of the Board for the purpose of interviewing candidates for appointment to the Central Street Historic District Study Committee. Austin Simko reported that the appointments need to come from the Select Board and form a subcommittee. They have had several applications and responses from the organizations required under State Law.

Ellen Townson moved that the Board vote to appoint Alex Vispoli, Melissa Danisch, and Kevin Coffey as members of a subcommittee of the Board charged with (a) interviewing candidates for appointment to the Central Street Historic District Study Committee, and (b) making recommendations to the Board by August 6, 2024 for appointments to said committee. Motion seconded by Melissa Danisch and voted 5-0 to approve.

C. Town Government Structure Overview

Town Counsel, Doug Heim provided an historical overview of the Town government structure and information on what the Select Board is allowed to do. There has been a lot of discussion about Town Government in general. The Select Board shares responsibility and oversight with other town entities, i.e. Finance Committee, Planning Board, etc.

The Board appreciates the information presented and found it very helpful. As a town, the access people have to town government officials and information eliminates a lot of confusion.

Richard Howe, 3 Robandy Road, is chairing a group for the creation of a new charter and they hope to have it put on the ballot for March of 2025. There are four alternatives outlined in the Home Rule Amendment.

Doug Heim responded that you can do anything you want by a Special Act in theory, but it has to be approved by Town Meeting, the Attorney General, the legislature and signed by the Governor. The Home Rule procedure does not require special approval. The Board discussed the Charter Commission process, recommendation(s), parameters and the timing of the process.

D. Review of Financial Controls and Procedures

Andrew Flanagan, Patrick Lawlor and Town Accountant, Haley Green were present to respond to Board questions about financial controls and procedures as they relate to expenditures not explicitly identified in Capital Improvement Plan or approved budget. The Town Manager addressed questions that have been presented and provided background information. They discussed having a standing item on the agenda giving the Town Manager the opportunity to provide information to the Board.

Alex Vispoli recommended creating an anonymous climate survey for employees to get a sense of where they are, get data, feedback, ideas and provide quarterly updates to the Board. Kevin Coffey spoke about resident concerns with funds used for items outside of normal operations which could be considered as a luxury item or waste. Melissa Danisch does not think that setting new policy is necessary and encourages out of the box thinking, there are so many decisions that happen on a day-to day basis and the Board cannot participate in every decision. Ellen Townson added that finance is not our area of expertise, but it is our Town Manager's and there are already so many checks and balances in place. Laura Gregory supports the Town Manager and his team along with stating that community culture, recreation, and outdoor space are very important to Andover.

VII. **Consent Agenda**

A. Appointments by the Town Manager

The Town Manager said the Board of Health has expanded from three members to five members.

Melissa Danisch moved to approve the appointments by the Town Manager as listed in the consent agenda. Motion seconded by Alex Vispoli and voted 5-0 to approve.

Department	Name	Position	Rate/Term	Date of Hire
Andover Police Department	Justin Murray	Police Officer (vacancy)	\$79,983.89/year	07/18/2024
Community Development & Planning	Loraine Welch <i>(Margaret Terrio)</i>	Assistant Office Administrator	\$61,943.88/year	07/29/2024
Department of Public Works	Katy Dorandi <i>(Lyn Fragala)</i>	Office Assistant II	\$53,091.56/year	07/22/2024
Department of Public Works	Declan Scully	Engineering Intern	\$21.00/hour	07/18/2024
Board of Health	James Bonfanti	Member	06/30/2027	07/01/2024
Board of Health	Jennifer Darfoor	Member	06/30/2027	07/01/2024
Board of Health	Adam Knoll	Member	06/30/2026	07/01/2024

VIII. 2024 Select Board Meetings

- A. Board to consider voting to accept the following Select Board Meeting Schedule:
The next meeting of the Board is July 22, 2024.

Future meeting dates:

- August 19, 2024
- September 16, 2024 (hold for possible Tri-board)
- September 23, 2024
- September 30, 2024
- October 23, 2024

Alex Vispoli moved to accept the meeting date as listed. Motion seconded by Kevin Coffey and voted 5-0 to accept the Select Board Meeting Schedule as listed above.

IX. Approval of Minutes

- A. Board to approve minutes from the following meetings:
1. February 14, 2024 Joint Meeting
Motion: The Board voted 4-1 to approve
 2. April 22, 2024 Select Board
 3. May 8, 2024 Tri-Board Workshop
 4. May 20, 2024 Select Board
 5. May 28 2024 Tri-Board Workshop
 6. June 3, 2024 Select Board
 7. June 17, 2024 Select Board
 8. June 18, 2024 Select Board

Melissa Danisch moved to approve the Minutes as listed. Motion seconded by Alex Vispoli and 4-0-1 to approve. Kevin Coffey abstained for from voting on the Minutes of February 14, 2024.

X. Adjourn

At 9:14 PM on a motion by Melissa Danisch and seconded Kevin Coffey, the Select Board voted 5-0 to adjourn the meeting of Wednesday, July 17, 2024.

Respectfully submitted,
Dee DeLorenzo
Recording Secretary

If any member of the public wishing to attend this meeting seeks special accommodations in accordance with the Americans with Disabilities Act, please contact Amy Heidebrecht in the Town Manager's Office at 978-623-8213 or by email at amy.heidebrecht@andoverma.us

Andover Select Board
Subcommittee for Central Street Historic District Study Committee
Meeting Minutes of Monday July 22, 2024

I. Call to Order

The Andover Select Board Subcommittee for the Central Historic District Study Committee meeting was called to order at 5:01 p.m. Present were subcommittee members, Kevin Coffey, Melissa Danisch and Alex Vispoli.

II. Approve Interview Questions

The subcommittee reviewed and decided on interview questions.

III. Interview Candidates for the Central Street Historic District Study Committee

The subcommittee interviewed candidates for seven positions on the Central Street Historic District Study Committee. The candidates were interviewed in the following order:

5:16 p.m. – Christina Erickson

5:28 p.m. – Champa Bilwakesh

5:35 p.m. – John O’Hara

5:49 p.m. – Kathleen Cook

6:15 p.m. – Lisa Dore

IV. Deliberations

V. Adjourn

Melissa Danisch made a motion to adjourn. Motion was seconded by Kevin Coffey and voted 3-0 to approve. The subcommittee meeting was adjourned at 6:26 p.m.

Respectfully submitted,

Amy Heidebrecht
Recording Secretary

Andover Select Board
Subcommittee for Central Street Historic District Study Committee
Meeting Minutes of Wednesday July 24, 2024

I. Call to Order

The Andover Select Board Subcommittee for the Central Historic District Study Committee meeting was called to order at 5:02 p.m. Present were subcommittee members, Kevin Coffey, Melissa Danisch and Alex Vispoli.

II. Interview Candidates for the Central Street Historic District Study Committee

The subcommittee interviewed candidates for seven positions on the Central Street Historic District Study Committee. The candidates were interviewed in the following order:

5:03 p.m. – Mark T. Rogers via Zoom

5:14 p.m. – Lisa Rigoli

5:45 p.m. – Nino Cerniglia

5:55 p.m. – Gina Prisco

6:30 p.m. – Katherine Robinson

III. Deliberations

Melissa Danisch moved that the subcommittee vote to recommend that the Select Board appoint the following persons to serve on the Central Street Historic District Study Committee: Joanna Reck, Katherine Robinson, John O’Hara, Mark Rogers, Lisa Dore, Christina Erickson and Gina Prisco. Motion was seconded by Kevin Coffey and voted 3-0 to approve.

IV. Adjourn

Melissa Danisch made a motion to adjourn. Motion was seconded by Kevin Coffey and voted 3-0 to approve. The subcommittee meeting was adjourned at 6:50 p.m.

Respectfully submitted,

Amy Heidebrecht
Recording Secretary