

2024 BEVERLY CITY CIRCULATION PLAN SURVEY SUMMARY

From February to March 2024, the City of Beverly posted a survey to gain public input about the City’s pedestrian, bicycle and motor vehicle circulation issues in the City. The survey received an outstanding 103 responses. The persons who took the survey have provided invaluable input for the preparation of the City of Beverly’s Circulation Plan Element of the City’s Master Plan. The responses to the survey are summarized below.

1. Of the persons taking the survey 78.64% were between the ages of 18 and 64 years and 21.36% were 65 years and over. No one was younger than 18 years old.
2. The top five ways the respondents traveled in and around Beverly City are presented in descending order by percentage:

Driving a vehicle	96.12%
Walking	50.49%
Bicycling	25.24%
Taking light rail	15.53%
Ride-share service	4.85%
Total	93.21%

Taking the Burlink bus, other ways, and E-bikes, scooters and similar devices totaled 6.79% of the responses.

No one took a taxi.

3. Three respondents indicate they used the following “Other” ways of getting around:

Blimp
Accesslink, handicap transportation
Children taking me in their vehicle

4. The importance of walking, bicycling and driving a vehicle around the City was ranked in the following descending order:

Most important	Driving a vehicle
Next important	Walking
Least important	Bicycling

5. Light rail was top mode of public transportation utilized by 37.86% of respondents.

Only 4.85% of respondents used the Burlink bus.

Over 60% said that they didn’t use public transportation

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6. The top three ways respondents got to the light rail stations are shown in descending order:

Walk	80.71%
Drive and park vehicle	50.00%
Get dropped off by other not ride-share	25.00%

The next three less frequent ways were:

Bicycle	8.93%
Get dropped off by ride-share	7.14%
Other ways of getting to the station	5.38%

No one used the taxi to get to the station.

7. The “Other” way of getting to the station was:

One person indicated the person’s children drove to the station to drop off the person at the station. Actually, this way of getting to the station should be added to “Get dropped off by other not ride-share.”

8. About 60% of the respondents said that the sidewalks in their neighborhoods required repair or replacement.

About 40% said that their sidewalks didn’t require repair or replacement.

9. The specific issues with the sidewalks that required repair or replacement, in descending order, were:

Uneven sections that were tripping hazards	89.66%
Broken sections that were difficult to walk on	74.14%
Missing section of sidewalks	41.38%

10. The sections of streets with sidewalk issues include:

<u>Sections</u>	<u>Responses</u>
Broad Street	2
Broad St., Laurel St., Pine St.	2
Broad & Laurel Streets	1
Broad St. between Second & Third Streets	1

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Cherry Street	1
Cherry & Cramer Streets	1
Church Street	1
Church & Farnum Streets	1
Church & Parker Streets	1
Cooper Street	4
Cooper & Oak Streets	1
Dory Court	1
Earhardt & Pine Streets	1
East Franklin Avenue	1
Edgewater Park boundary	1
Garfield Avenue	1
Jennings Street	1(uneven)
Laurel & Pine Streets	1
Laurel & Second Streets	1
Laurel & Third Streets	1
Lee & Cherry Streets	1
Lee & Pine Streets	1
Locust & Magnolia Streets	1
Manor Road	1
Magnolia Street	1
Magnolia & Fronts Streets	1
Magnolia & Second Streets	1
Magnolia & Third Streets	1
Manor Road	1
Melbourne & Putnam Streets	1
Melbourne & Cherry Streets	11
Near the School	1
Parker Street	1
Pine Street	5
Pine Street, north side between Church Street	1
Pine & Farnum Streets	1
Pine St. & Lee Ave.	1
Pine & Parker Streets	1
Putnam Street	1
Putnam Street between 509 & 514	1
Putnam Street from Cramer St. to Cooper St.	1
Railroad Avenue	4
Railroad Ave. & Farnum St.	1
Riverfront	2
Second Street	1(overgrown)
Second & Cooper Streets	1
Second & Walnut Streets	1
Spruce Street	1

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Spruce & Pine Streets	1
Spruce & Putnam Streets	1
Third Street	1
Van Sciver Street	2
Van Kirk Street	5
Van Kirk Street to Freemans Alley	1
Walton Street	2 (1 uneven & worn away)
Warren Street	7 (1 north side)
Warren Street between Cooper & Van Sciver Streets	1
Warren St. & Five Points	1
Warren & Jennings Streets	2
Warren & Van Kirk Streets	1
Warren between Van Kirk & Van Sciver Streets	1
Warren St. from Van Sciver St. to Wheatley & Pine Streets	1
Railroad Avenue	1
Riverfront	1
Wheatley & Cherry Streets	1
<u>Locations outside Beverly City</u>	<u>Responses</u>
Along Beverly National Cemetery	1
Mount Holly Road & Route 130	1
Mount Holly Road	1

11. About two-thirds of the respondents indicated there weren't areas of the City lacking pedestrian access caused by missing sidewalks, paths or walkways.

About one-third indicated the City lacked pedestrian access caused by missing sidewalks, paths or walkways.

12. The areas of the City lacking pedestrian access included:

<u>Areas</u>	<u>Responses</u>
600 Block of Broad to Railroad Ave & along Railroad Ave. to train station	1
Cooper Street	1
Elizabeth Street from Church Street to railroad	1
Locust Street	1
Pine Street	1
Pine & Farnum Streets	1 (sidewalk ends & overgrown bushes)
Oak Street	1

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Putnam Street	1
Putnam Street from Cramer St. to Cooper St.	1
Railroad Avenue	2
Railroad Avenue from Gray's Trucking to Light Rail Station	2
Van Sciver Street	1
Warren Street	4
Warren & Cooper Streets	1
Warren St. east of Van Sciver St.	1
Wheatley Avenue	2
Woodlands west of sewer plant	1
<u>Locations outside Beverly City</u>	<u>Responses</u>
Mount Holly Road	1

13. Approximately 61% of the respondents had concerns crossing street intersections as pedestrians because of vehicular traffic.

Almost 39% indicated they didn't have such concerns.

14. The intersections of concern for crossing as pedestrians because of vehicular traffic include:

<u>Intersections</u>	<u>Responses</u>
Broad Street	2
Broad & Warren Streets	10 (1 shrubs; 1 near library)
Cooper Street	2
Church & Cooper Street	1
Cherry Street & Bentley Avenue	1
Cooper Street	2
Cooper & Pine Streets	2 (1 cars parked next to fire hydrant & stop sign)
Cooper St. & Railroad Ave.	1
Elizabeth & Jennings Streets	1
Five-Points	9
Manor Road & Warren Streets	3
Pine & Broad Streets	1
Pine & Chestnut Streets	1
Railroad Avenue & Board Street	2
Railroad Avenue & Cooper Street	3
Railroad Avenue & Manor Road	1
Perkins Lane & Warren Street	1
Railroad Avenue & Cooper Street	1
Warren Street	7

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Warren & Cooper Streets	11
Warren & Broad Streets	1
Warren & Broad Streets in front of Post Office	2
Warren & Cooper Streets	3
Warren & Laurel Streets	2
Warren & Walnut Streets	1
Warren & Wilmerton Streets	1
<u>Locations outside Beverly City</u>	<u>Responses</u>
Burlington Road	1
Hess & Cooper Streets (Memorial Field Complex)	1
Millman Ave. & Nikki's Place	1
Perkins Lane & Delanco Street	1
Route 130	1
Warren & Cliff Streets	1

15. The main concerns for crossing the intersections as pedestrians in descending order were:

Motorists travel too fast	76.74%
Motorists don't stop for pedestrians crossing intersections	60.47%
Motorists have difficulty seeing pedestrians crossing intersections	54.65%
Pedestrians have difficulty seeing approaching vehicles	41.86%

16. Of the respondents 56.31% indicated there was a need to improve bicycle safety by painting and signing bicycle lanes.

Those that indicated there wasn't a bicycle safety issue consisted of 43.69% of the respondents.

17. The streets that need designate bicycle lanes include:

<u>Streets</u>	<u>Responses</u>
Bentley Ave. & Pine St.	1
Broad Street	15
Church Street	1
Cooper Street	20
Cooper Street to River	1

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Magnolia Street	1
Manor Road	7
Railroad Avenue	2
Riverfront	1
Warren Street	21

<u>Locations outside Beverly City</u>	<u>Responses</u>
Not enough room for bike lanes	1
Delanco Road	1
Idk Street	1

18. The respondents indicated bicycle racks should be provided at public facilities in the following descending order

Municipal parks & playgrounds	68.93%
Beverly City Free Library	62.14%
Post Office	60.19%
City Hall	58.25%
Municipal Recreational Fields	52.43%
Waterfront at Veterans Drive	51.46%
Other Public Facilities	17.48%

19. "Other" public facilities that should have bike racks included:

<u>Facilities</u>	<u>Responses</u>
All	1
Near/at train station	2
Bus Stops	1
Community Garden	1
<u>Non-Public Facilities</u>	
Businesses	2
Family Dollar	2
Worship Centers	1
Riccardos/Pizza	2

<u>Additional Comments</u>	<u>Responses</u>
Require new development to provide bike racks	1
Create incentive for new development to lower required parking in exchange for bike racks	1
Encouraging bikes along Warren and Cooper Streets because roads are too narrow	1
What about a good bike path along riverfront through woods?	1

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20. Over 97% of the respondents indicated they or someone in their household had access to a vehicle.

About 3% indicated they didn't have access to a vehicle.

21. The percentages of households that had access to various numbers of vehicles in descending order were:

Two to three vehicles	65.66%
One vehicle	24.24%
Four or more vehicles	10.10%

22. Of the respondents with vehicles in their households about 30% indicated they couldn't park all of their vehicles on the property where they reside.

Approximately 70% indicated they could park all their vehicles on their property.

23. Over 94% of the respondents who couldn't park their vehicles on their property parked them on the street.

Almost 9% parked their vehicles in the private parking lot.

About 3% parked their vehicles on a neighbor's property.

And about 3% parking their vehicles in "Other" places.

24. The "Other" places for parking vehicles included:

Desires to have a driveway curb cut to property to provide a new driveway.	1
Hope you provide recreation at waterfront park, our greatest and most underutilized and poorly developed asset.	1

25. Approximately 28% of the respondents indicated that their neighborhood would benefit from having a public parking lot.

Approximately 82% indicated that their neighborhood wouldn't benefit from having a public parking lot.

26. The neighborhoods that would benefit from having a public parking lot included:

<u>Neighbors</u>	<u>Responses</u>
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200 Block of East Warren St.	1
Beverly City School Lot	1
Broad & Front Streets	1
Close to train tracks	1
Cooper Street	4
Empty lot on Broad St. & Railroad Ave.	1
Lincoln Avenue	1
Locust Street, parking lot by church	1
Magnolia Street	1
Near the Library	1
Near Farnum Street Park	1
Near Post Office	1

<u>Locations outside Beverly City</u>	<u>Responses</u>
Idk Street	1

27. Thirty-nine respondents provided additional input about pedestrian, bicycle and motor vehicle circulation in Beverly City. A summary of that input follows:

- Pedestrianize streets near commercial area of town: Cooper Street from Warren Street to waterfront. Referred to Somerville and New Brunswick.
- Bike lanes protected by a curb, bollard or plastic post. Bike lanes between sidewalk and on-street parking, i.e., Railroad Avenue.
- Need traffic light at Five Points. Five Points is dangerous.
- Encourage Beverly City to be a “15-minute city” where walk or bike in 15 minutes.
- Repair cracks in roads for safety for all residents: driving, biking and walking.
- Wary of use of term “equity”; concerned about “making deals with the devil to get a little money pumped into the city.”
- Need bike registration to prevent bike theft.
- Need speed humps on Broad Street, Cooper Street and Manor Road.
- Need “good street lights for evenings.”
- Uneven sidewalks along Beverly National Cemetery.
- Concerned about poor condition of sidewalks along Warren Street
- Encourage Beverly City to pursue grants to improve street safety.
- Limit the number of vehicles per household that do not have off-street parking.
- Rental properties should have off-street parking
- Concerned about narrow streets with on-street parking that make them impassable.
- There should be no parking 100 feet to the corner of Warren and Cooper Streets.
- Need more security. More police presence.
- Catch speeders along Cooper Street.

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- We love walking. Thank you asking everything.
- Need local shuttle for elderly to get to grocery stores and light rail.
- Need speed bumps with pedestrian crossing signs.
- Concern about fast moving traffic.
- Make some of north-south narrow streets one-way, alternating direction every block.
- Need more businesses: produce; fish or meat store.
- Concern about cars and trucks with trailers along Railroad Avenue and Manor Road because one cannot drive on the legal side of the street.
- Need more public transportation, with more stops and more often, to address emissions and lower traffic, and to make community more accessible to low-income residents.
- Need priority parking for post office.
- Replace street sign at Walton Avenue. Car drive against the one-way.
- No more warehouses. No more large trucks.
- Van Kirk is a nightmare for parking; too narrow.
- Paint no parking areas on curbs near intersections. Walnut Street and Freeman's Alley has car parked too close to the intersection.
- Need pay parking lot on Cooper Street.
- Concerns about cars stopping in roadway along Railroad Avenue, cars turning off Cooper Street to Railroad Avenue cross the solid line, and cars not stopping for pedestrians at the train station.
- Need new signs along Melbourne and Cherry Streets for the school: no parking along school side of Melbourne Street, and new one-way signs, and replace rusted signs along Cherry Street.
- Need traffic light at Cooper and Warren Streets.
- Need to pave Manor Road toward the River, Dory Court and Third Street.
- Enforce parking restrictions to eliminate blind intersection crossing due to parked vehicles.
- Accentuate traffic signs.
- Concern about used car dealer in "middle of town."