

CHELMSFORD STREET VISIONING WORKSHOP

Chelmsford Center Village Public Workshop
October 6, 2025



**NORTHERN
MIDDLESEX
COUNCIL OF
GOVERNMENTS**
SERVING THE REGION SINCE 1963

PRESENTATION OUTLINE

- 1 Project overview
- 2 Existing conditions
- 3 Key locations
- 4 Opportunities & challenges
- 5 Next steps



PROJECT OVERVIEW

Purpose: Help the Town understand the community's streetscape and development priorities for future reconstruction of Chelmsford Street (Route 110).

Goals: Streetscape improvements, funding strategies, and phased action plan.

FOCUS AREAS



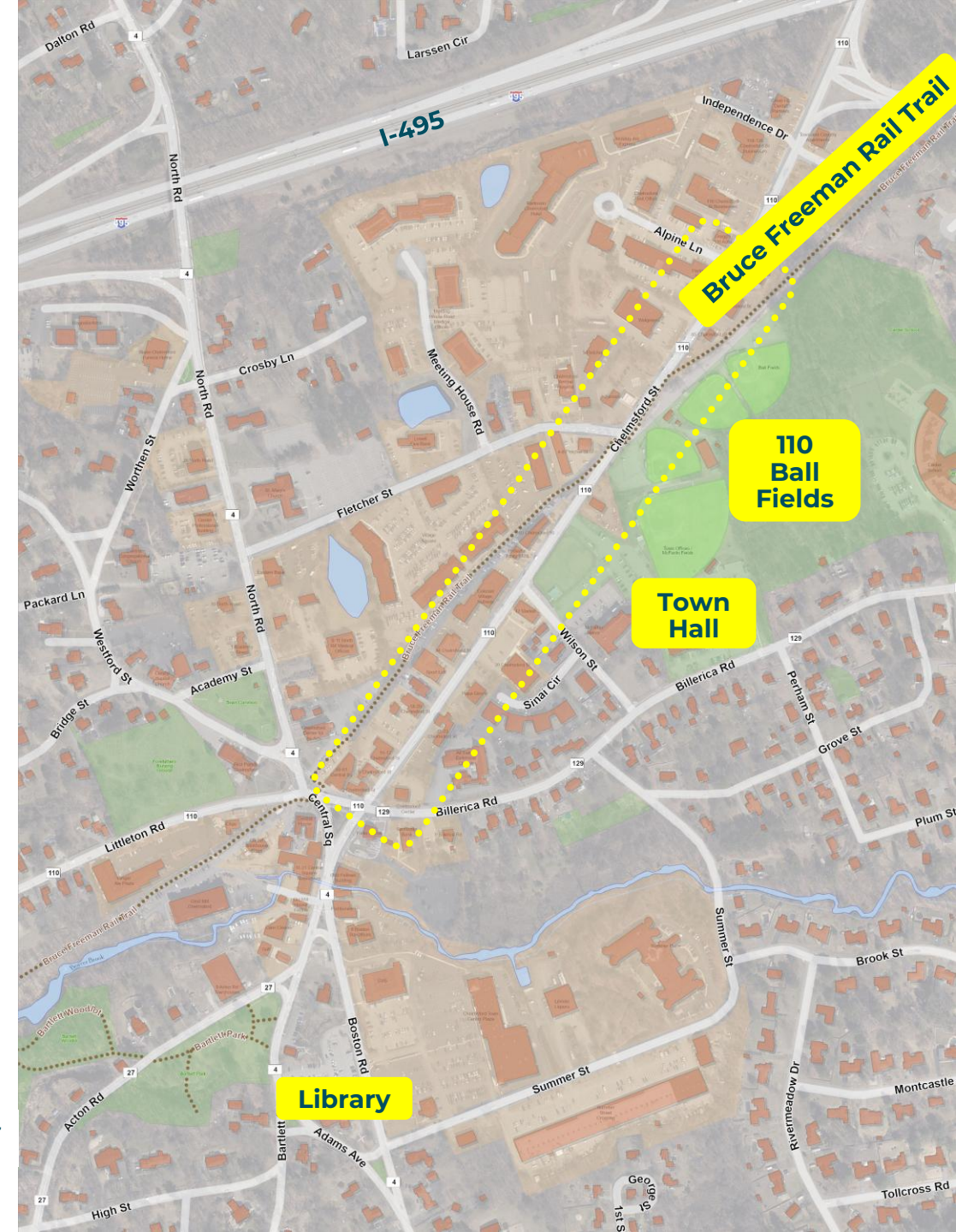
Sense of place



FOCUS AREA

- Full study area includes properties between North Road and Chelmsford Street (north of Center Village), down to the Library and Summer St (south of Center Village)
- Focus on Chelmsford St between Billerica Rd and Alpine Ln

Chelmsford Center
Village general area



*Chelmsford Street?
I avoid it to any
extent possible!*

*It just feels like a lot
of asphalt... Center
Village really starts at
Billerica Road.*

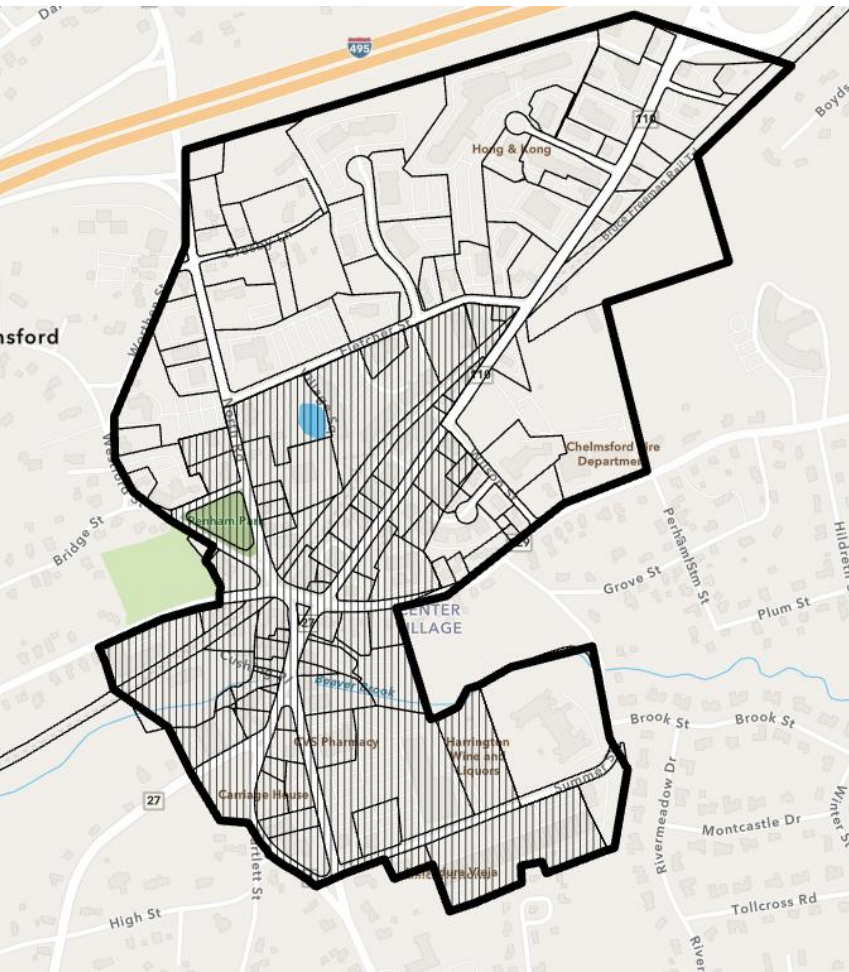
*I don't think I've
ever walked down
Chelmsford Street...*



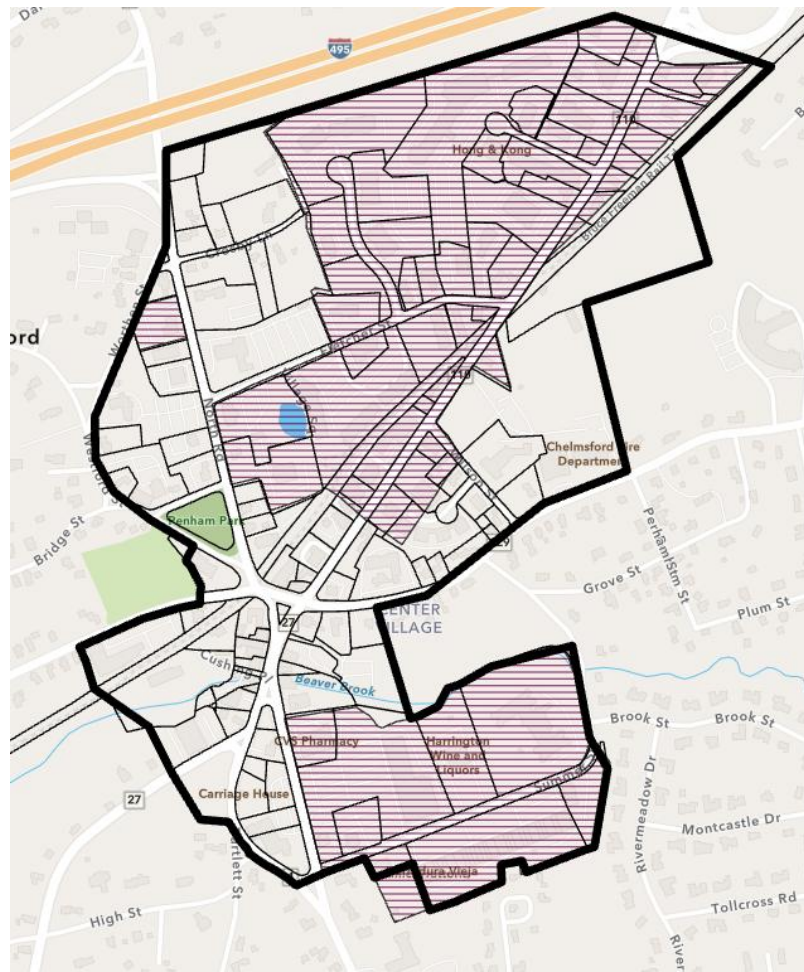
*I usually drive
directly between
destination and
destination.*

EXISTING CONDITIONS: LAND USE

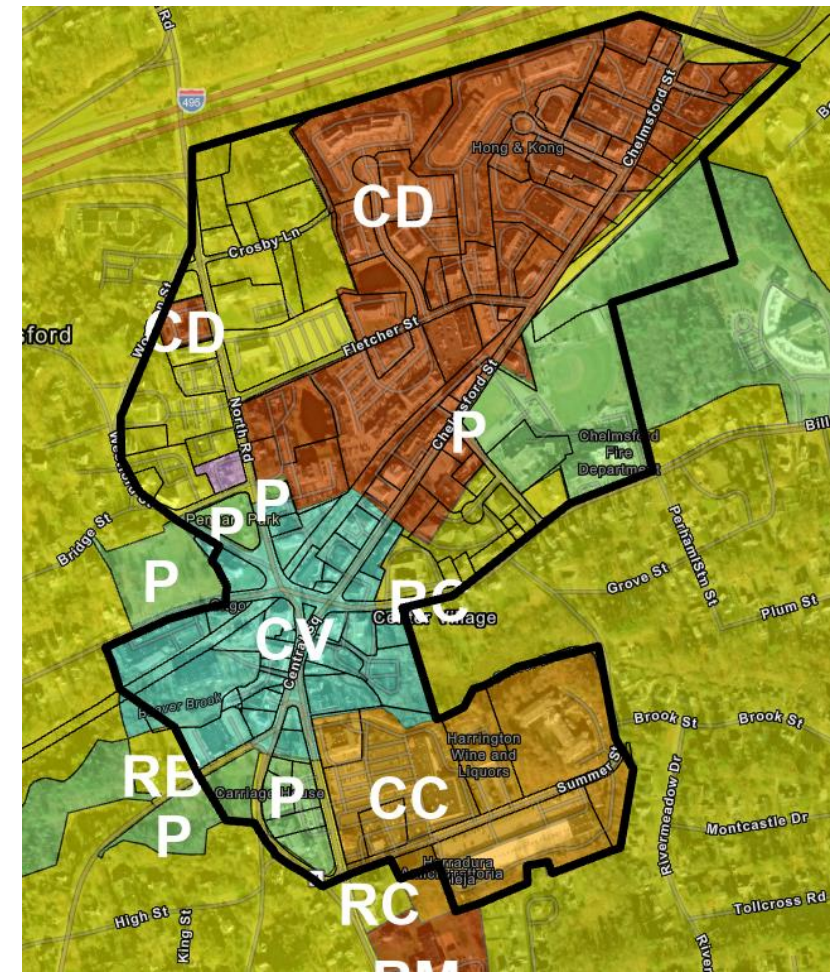
VCOD



CEOID

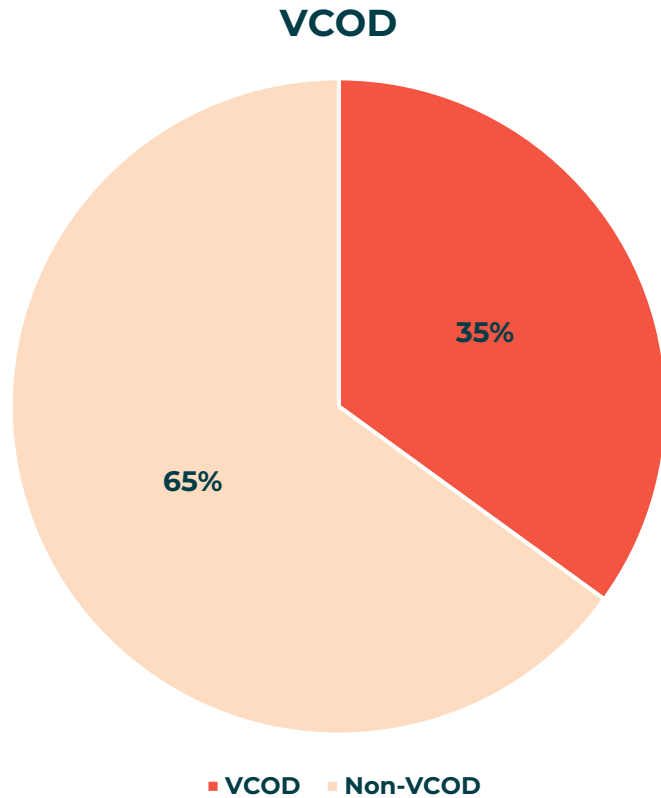


Base Zoning

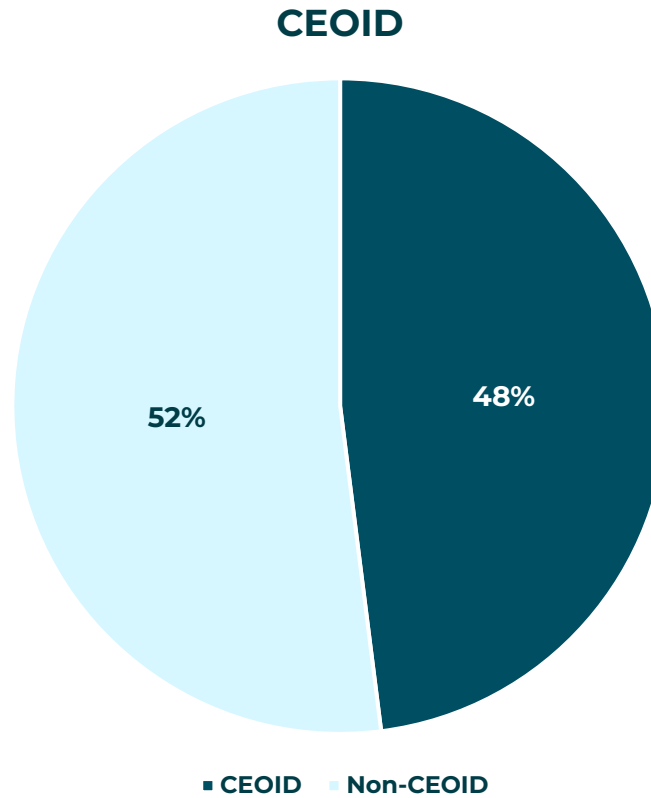


EXISTING CONDITIONS: LAND USE

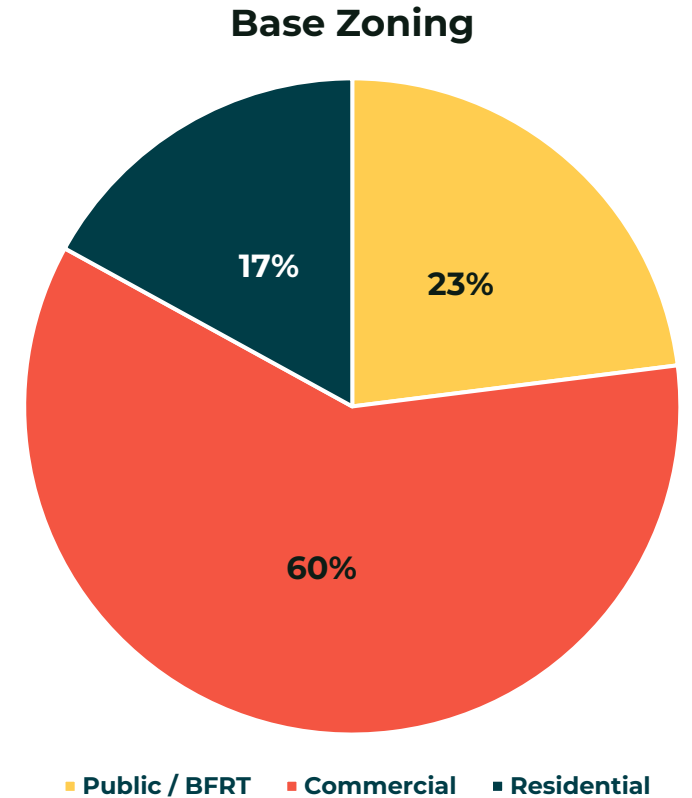
VCOD



CEOID



Base Zoning

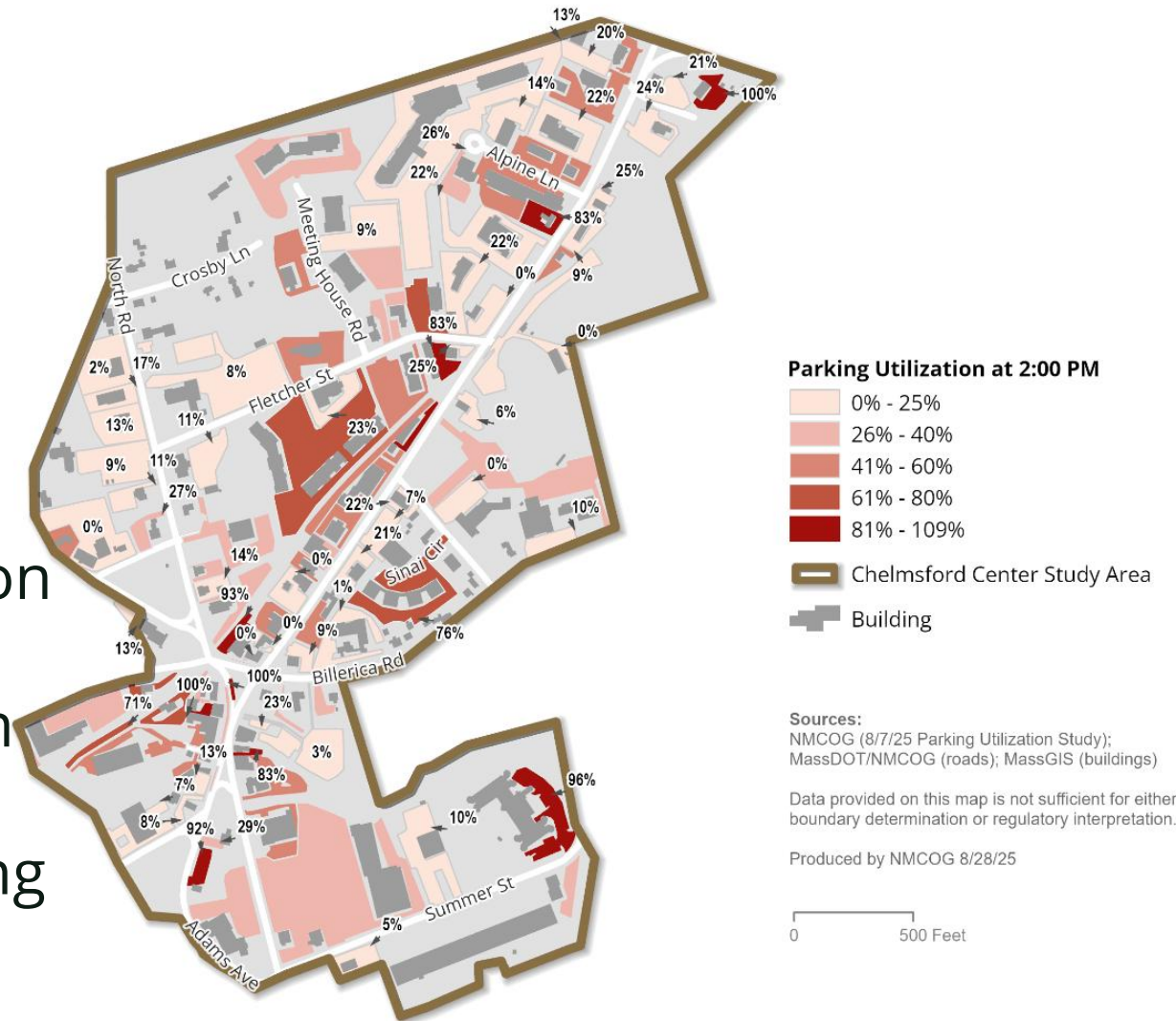


EXISTING CONDITIONS: PARKING

- Total supply: ~4,950 spaces
- Area-wide occupancy: 29-32%
- On-street most constrained

Takeaways:

- Imbalance between demand and supply; of 72 lots, 60 have utilization of less than 50%.
- Employee parking drives utilization more than customer turnover.
- High proportion of reserved parking creates uncertainty for visitors.



EXISTING CONDITIONS: SAFETY

Between 2020 and 2024, 61 crashes along Chelmsford Street

- 45% angle-type collisions
- 29% rear-end crashes
- 80% during daylight hours, 74% under clear weather conditions
- 57% property-damage only incidents; 43% injury-related crashes. No fatalities.

Takeaways:

- Poor visibility and safety at crossings, especially at Fletcher and Alpine
- Fletcher to Alpine segment is on top 1% of high injury network, roadway ranked as priority 2 and 3 in regional network



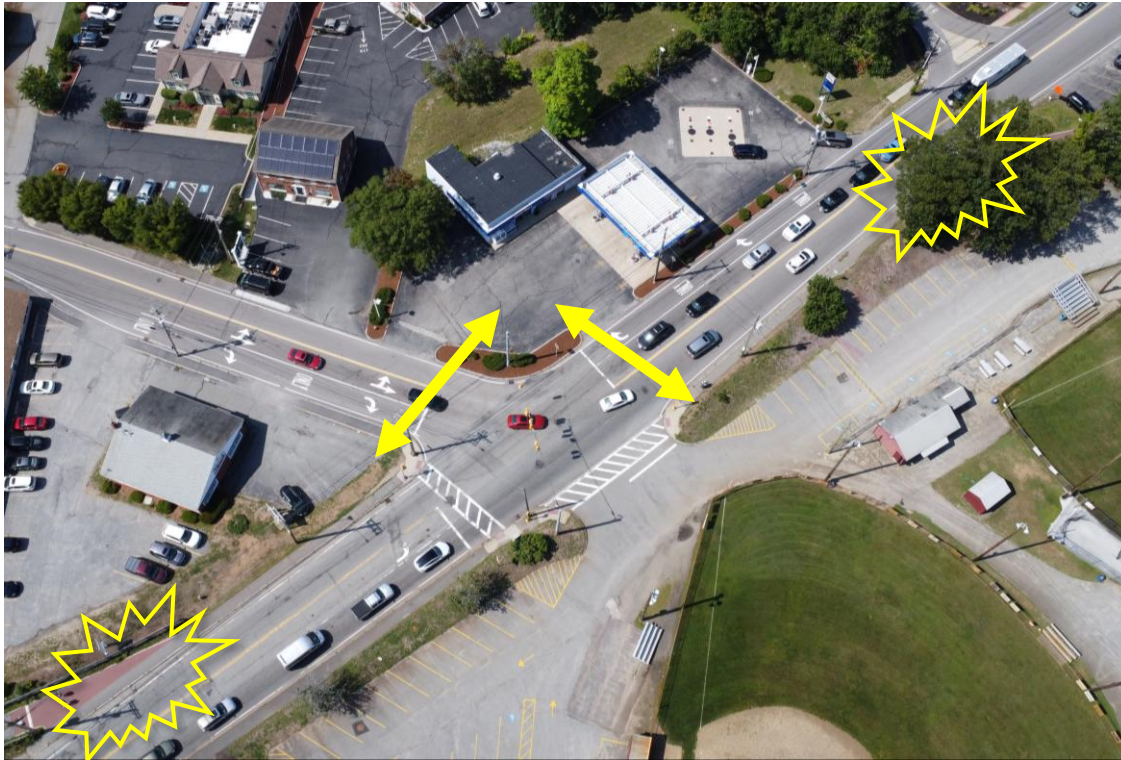
Improved trail and crosswalk treatments needed to connect BFRT over Rte 110

EXISTING CONDITIONS: INTERSECTIONS

Fletcher Street

Major gateway

Unsafe trail access



Alpine Lane

Signalized, but no marked crosswalks

Lack of connecting sidewalks



CHALLENGES

- High crash risk and injury hotspots
- Truck traffic and highway behavior
- Uneven parking demand
- Underutilized interior parcels
- Gaps in multimodal infrastructure
- Sense of place = absent



OPPORTUNITIES

- Connect Bruce Freeman Rail Trail safely
- Improve crossings, sidewalks, and transit stops
- Use surplus parking strategically
- Enhance zoning to support and extend a vital mixed-use village



ROADMAP

Scan to take
the survey!



Public input tonight:
help us refine Town
priorities!

1

Development of
concepts and
alternatives
(fall 2025)

3

ID design/
construction funding
(spring 2026-2027)

5

2

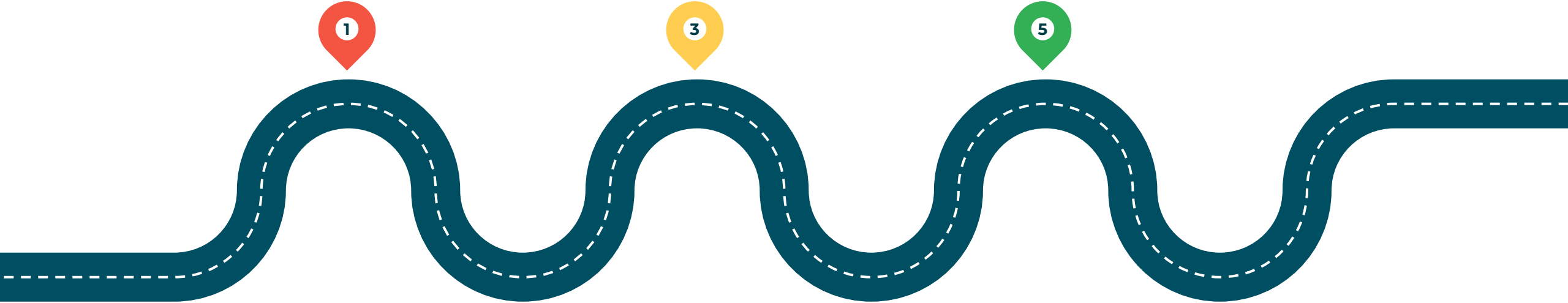
Take the survey and
share with your
networks (through
10/31)

4

Evaluate safety,
access, design,
parking options
(winter, 2026)

6

Future TIP or Town
construction project
(5-7 years)





NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS

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