



# **South Salem Stop MBTA Commuter Rail Station Salem, MA**

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***Conceptual Design Update  
November 14, 2016***

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New MBTA Commuter Rail Stop in South Salem



# South Salem Stop – Alternative Locations



# Comparison of Alternatives

ALTERNATIVE	COST	ADVANTAGES	DISADVANTAGES
ALTERNATIVE 1A/1B	\$ 16 million	<ul style="list-style-type: none"> <li>• Least Costly Alternative</li> <li>• Direct Access from Local Road</li> <li>• Minimal Impacts to Railroad Sidings</li> <li>• Furthest from existing CR Station</li> </ul>	<ul style="list-style-type: none"> <li>• Abutter Impacts – Jefferson Avenue Lawrence St. and Ocean Ave. West</li> <li>• Further away from SSU and NSMC</li> <li>• Drop-off area would be on Jefferson</li> </ul>
ALTERNATIVE 2A/2B	\$ 20 million	<ul style="list-style-type: none"> <li>• Better access to SSU and NSMC</li> <li>• Better Parking &amp; Drop-Off Area Potential</li> <li>• Most conventional layout for CR Station</li> </ul>	<ul style="list-style-type: none"> <li>• Abutter Impacts - Lawrence Street and Ocean Ave. West</li> <li>• Impacts to the Future Bike Path</li> <li>• More RR Track &amp; Signal work needed</li> </ul>
ALTERNATIVE 3	\$ 24 million	<ul style="list-style-type: none"> <li>• Fewer Abutter Impacts</li> <li>• Sufficient ROW to construct</li> <li>• Good access to SSU &amp; NSMC</li> </ul>	<ul style="list-style-type: none"> <li>• Most Costly Alternative</li> <li>• More RR Track &amp; Signal work needed</li> <li>• Inbound side further away from SSU – potential safety &amp; security issues</li> </ul>
ALTERNATIVE 4A/4B	\$ 20 million	<ul style="list-style-type: none"> <li>• Least impacts to Railroad Sidings</li> <li>• Fewer Abutter Impacts</li> <li>• Sufficient ROW to construct</li> </ul>	<ul style="list-style-type: none"> <li>• Further away from SSU and NSMC</li> <li>• Closest to existing Salem CR Station</li> <li>• More RR Track &amp; Signal work needed</li> <li>• Impacts to Future Bike Path</li> <li>• Requires wall reconstruction (into tunnel)</li> </ul>
ALTERNATIVE 2C	\$ 24 million	<ul style="list-style-type: none"> <li>• Same as Alternative 2A &amp; 2B (better access to SSU and NSMC, better parking &amp; drop-off area potential; conventional)</li> <li>• Reduces impacts to Abutters</li> <li>• Reduces impacts to the Future Bike Path</li> </ul>	<ul style="list-style-type: none"> <li>• Still some Abutter Impacts - Lawrence Street and Ocean Ave. West (but better potential for screening)</li> <li>• More RR Track &amp; Signal work needed</li> </ul>

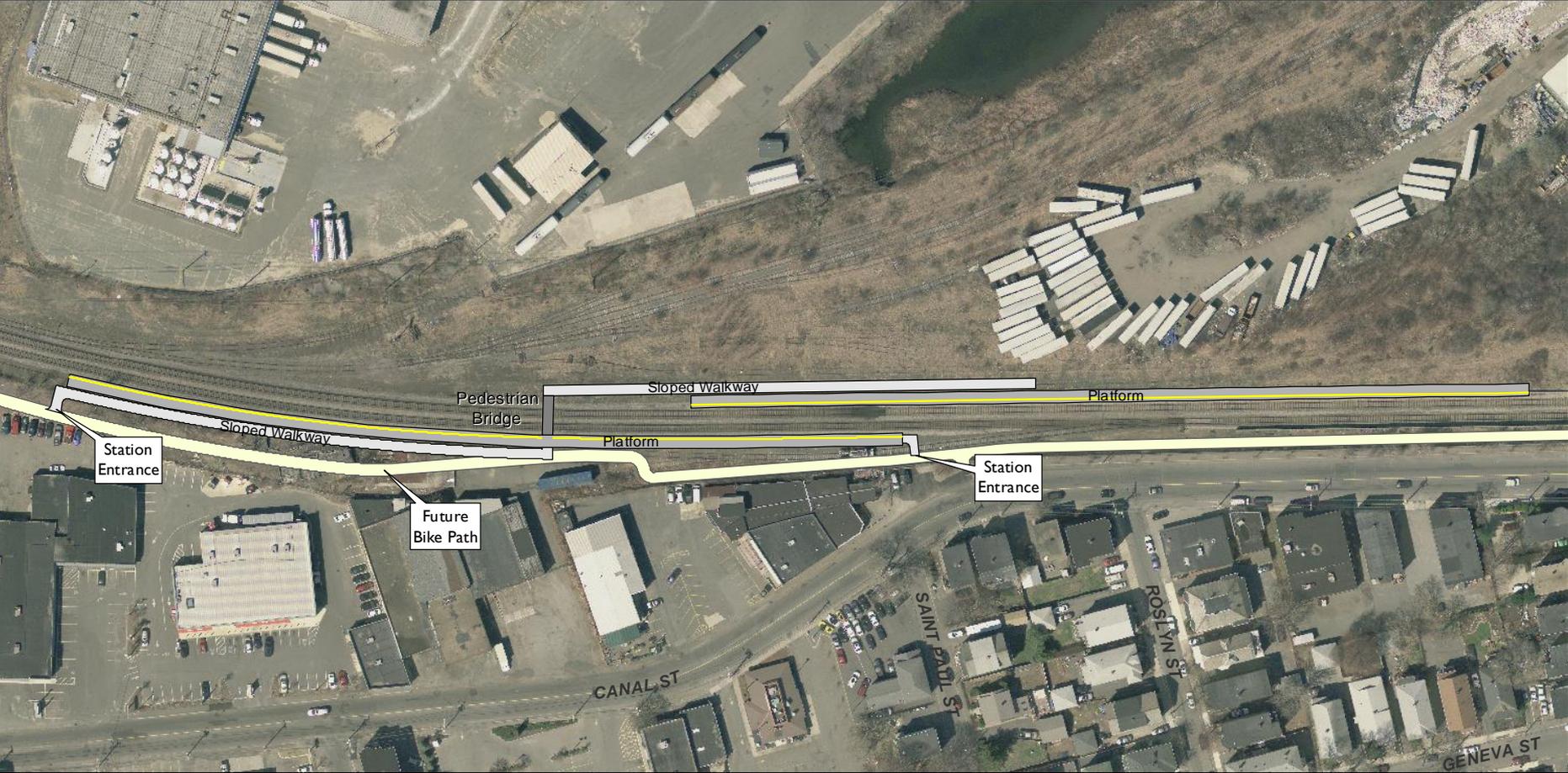
# Updates

- Public Meeting on March 22, 2016
- General agreement on Concept of the rail stop
- Major Concern – Abutter Impacts
- Look at advancing Alternative 3
- Identify issues and develop potential solutions
- Identify capture area (within ½ mile of Site)
- Coordinate with current and future projects
- Continued coordination with Stakeholders

# 1/2-mile and 1/4-mile radius map around South Salem Stop



# Alternative 3



# Alternative 3 – Key Elements

## Advantages

- Minimizes impacts to abutters
- Provides good access to and from the east
- Provides opportunities for access to the west

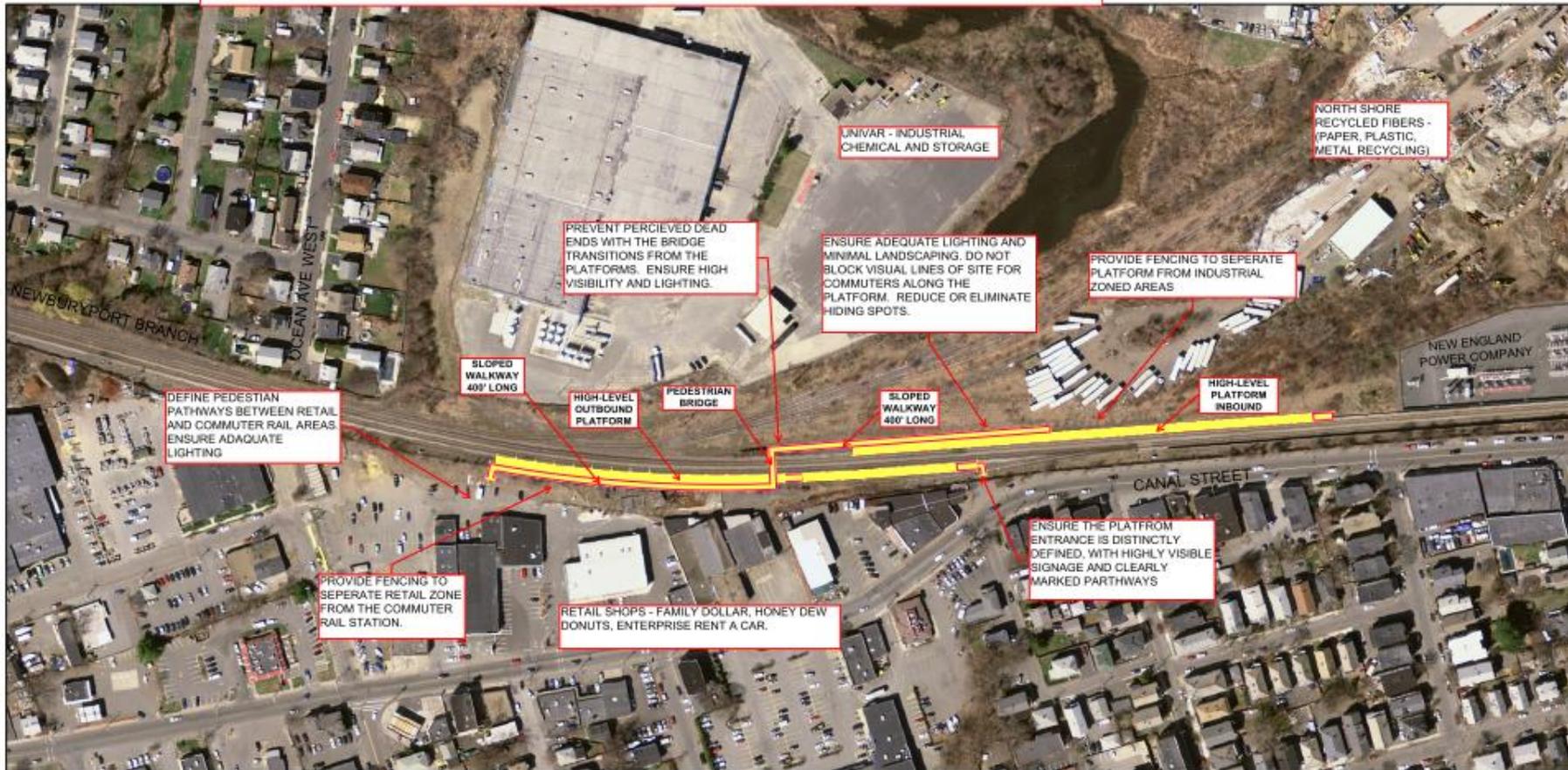
## Disadvantages

- Further away from Salem State University
- Challenges to meet MBTA Design Standards
- Challenges to meet State Building Code
- Constraints with existing railroad sidings
- Major concern deals with safety and security

# CPTED Analysis

## CPTED - CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN - PRINCIPLES

- 1) NATURAL SURVEILLANCE - "SEE AND BE SEEN" = LIGHTING AND LANDSCAPE ENHANCEMENTS THAT PROVIDE CLEAR LINE OF SIGHT AND ENHANCED VISIBILITY
- 2) NATURAL ACCESS CONTROL - WALKWAYS, SIGNAGE, FENCING AND LANDSCAPE = DIRECT THE FLOW OF PASSENGERS WHILE DECREASING THE OPPORTUNITY FOR CRIME.
- 3) TERRITORIAL REINFORCEMENT - CREATING A "SPHERE OF INFLUENCE" WITH PAVEMENT, LANDSCAPING AND SIGNAGE TO ENABLE PASSENGERS TO HAVE A SENSE OF PROPRIETORSHIP. CLEARLY SEPERATE PUBLIC AREAS (COMMUTER RAIL PLATFORMS AND RAMPS) FROM PRIVATE AREAS (RESIDENTIAL, RETAIL, INDUSTRIAL)
- 4) MAINTENANCE - TENANT OF THE "BROKEN WINDOWS" THEORY - UTILIZE DURABLE MATERIALS THAT REQUIRE MINIMUM MAINTENANCE TO PREVENT A "RUN DOWN" APPEARANCE.

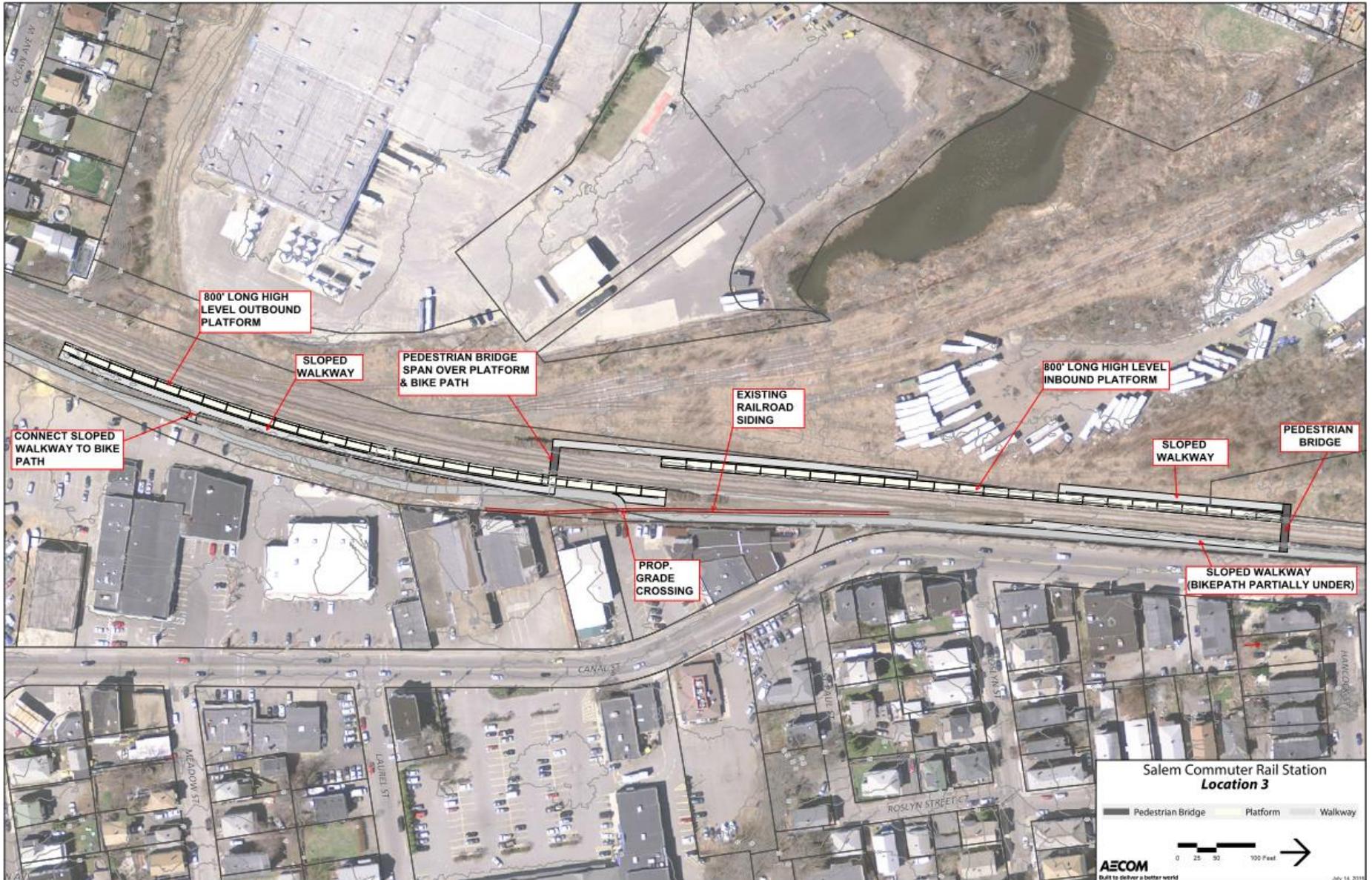


AERIAL PLAN - ALTERNATIVE 3

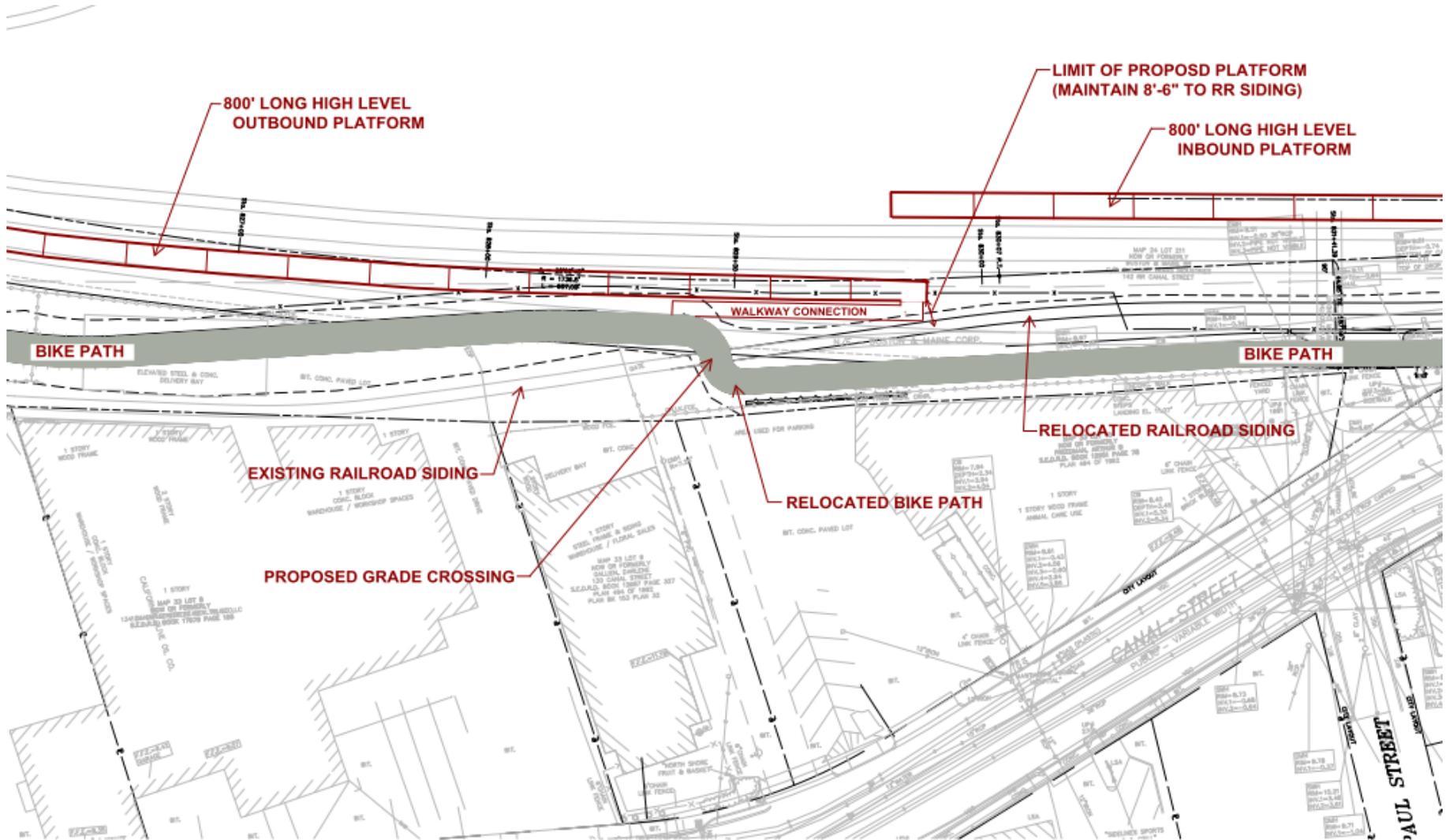
# Meeting MBTA Design Standards

- 800-foot long High-Level Platforms
- No at-grade pedestrian crossings
- Construct to current ADA/Accessibility Standards
- Construct to CMR 780 (State Bldg. Code) and NFPA 130
- Wayfinding Signage and Variable Message
- Security – Lighting, CCTV, PAT
- Minimize Construction related impacts
- Maintain Commuter Rail service during construction

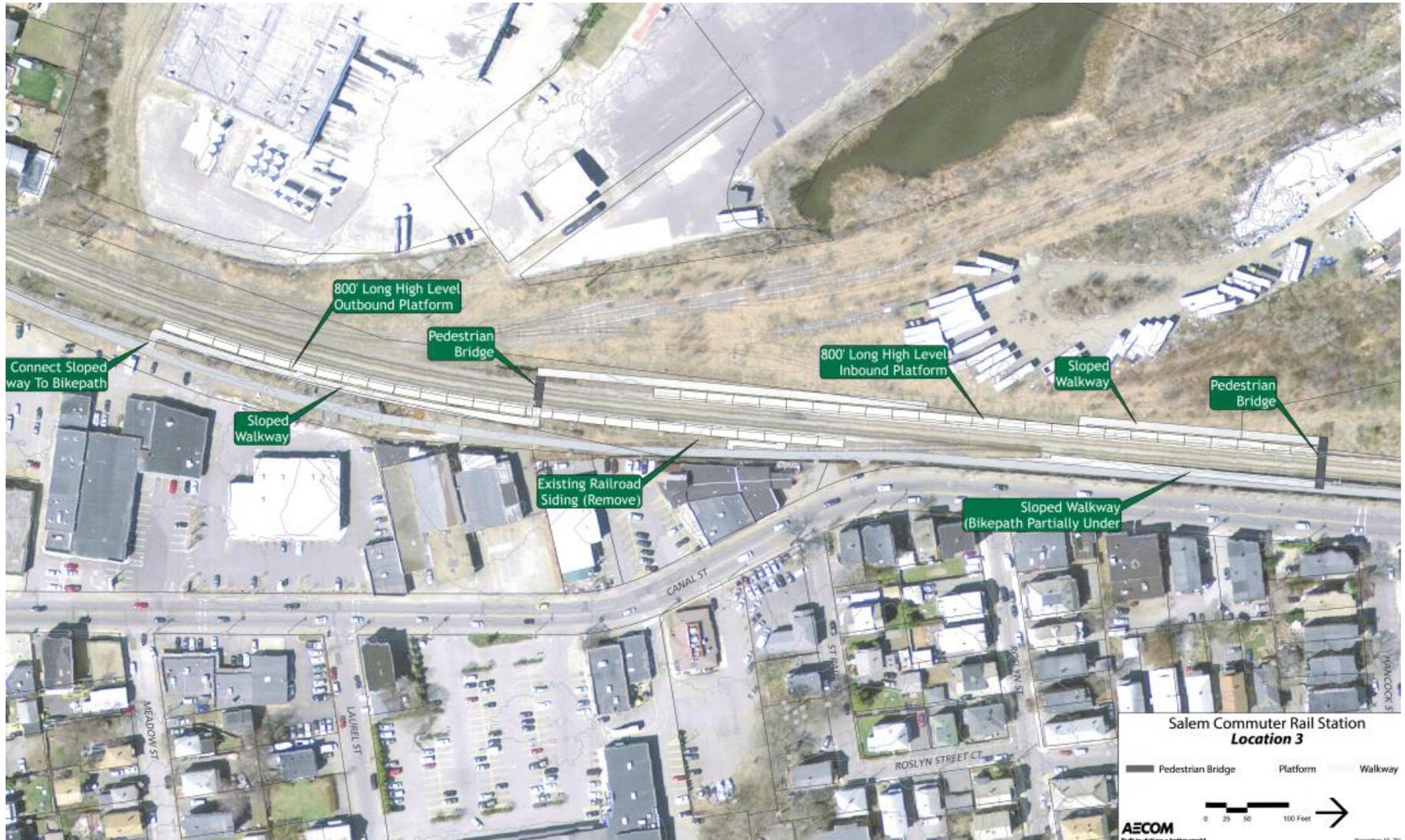
# Location 3 / Alternative 3 Updated



# Alternative 3 at Canal St. and Bike Path



# Alternative 3 at Canal St. and Bike Path with RR Siding eliminated



# Access to the West

**Provides access to Jefferson Ave, North Shore Medical Center and points west of the Stop thru the existing Univar Site**

- **Alternative 1** - *Minimize Land Acquisitions*
- **Alternative 2** - *Acquire the Univar Site*
- **Alternative 3** - *Acquire portion of/coexist with Univar*

# Location 3 - West Side Access Alternative 1



# Location 3 - West Side Access Alternative 2



# Location 3 - West Side Access Alternative 3



# Other Work Underway

## South Salem Station Area TOD Analysis

- Being conducted by MAPC
- Completion April 2017
- Quantify Impacts (traffic reduction, property values, etc.)
- Impact on existing land use
- Market demand, including residential, commercial, and retail
- Build-out Analysis of development potential in project area
- Recommendations for updated zoning
- Multi-modal connections from the proposed stop and general area to existing and proposed trails and other destinations
- Analysis of potential future tax generation from potential development

# South Salem Commuter Rail Stop



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