North (114)/Bridge Streets
MBTA Station Pedestrian/Bike Access Study
Neighbors Presentation

April 8, 2013
Walk/Bike Trip Origins/Destinations to/from Salem Station requiring enhancements

City of Salem, Massachusetts
Mayor Kimberley Driscoll | Engineering | Planning and Community Development
Salem Station Focus Walk/Bike Corridors

Legend
- Less busy, grade-challenged pedestrian routes
- Busier, but problematic pedestrian routes with safety/ADA/rail crossing or private trespassing issues
- Focus pedestrian access corridors
- Existing formal pedestrian access point
- Existing informal pedestrian access point

Temporary MBTA Parking Lot (116 spaces)
Salem Station
Pedestrian/Bike Count Locations

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North Street (Route 114)
Washington Street
Federal Street
MBTA Salem Station
Pedestrian Corridor I

AM Inbound Trip Feature comparison of alternative routes

Formal
Informal

Not busy- steep uphill grade approaching 5%

Busy & walk behind parked cars, save 1+ minute

Private land

Accessible ramp to Station platform

Stairs to Station platform

MBTA Salem Commuter Rail Station

City of Salem, Massachusetts
Mayor Kimberley Driscoll ǀ Engineering ǀ Planning and Community Development
AM Inbound Trip Feature Comparison of Alternative Routes

- **Formal**
  - Accessible ramp to Station platform
  - Non-ADA downhill sidewalk to Bridge Street Unsignalized crossing
  - Temporary 116-space Parking lot
  - Non-ADA stairs between Bridge and North Streets

- **Informal**
  - Well used unpaved/unlighted paths under North Street viaduct
  - Non-ADA Grade crossing of low-use/low-speed track and downhill access to site sidewalk – both tripping hazards
  - Pass through temporary 25-space head-in commuter parking area
  - Not busy steep uphill grade approaching 5%
  - Unsignalized Bridge Street crossing w/sight line issues
  - Non-ADA stairs to Station platform

**City of Salem, Massachusetts**
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Walk on unpaved/unlighted paths under North Street viaduct

Must go around Bridge Street Sports building ‘pinch point’

Hazardous in-street walking with informal/unmarked 90° backing of parked vehicles

Steep uphill sidewalk to Washington Street

Signalized crossing

Unsignalized Bridge Street crossing w/sight line issues

Accessible ramp to Station platform

Stairs to Station platform

Temporary 116-space Parking lot

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Legend
- New raised concrete sidewalk without retaining wall – City Layout
- New sidewalk with new lighting and retaining wall - City Layout – Option 2A
- New sidewalk with new lighting – private Layout w/ permanent easement - Option 2B
- New sidewalk with lighting – MBTA/Pan Am Railways layout
- New ADA rail crossing for pedestrians and bikes
- New fencing to control crossings outside train passage envelope

Base Map Source: Salem GIS

Convert to min. 5’ wide ADA-compliant accessible Route with lighting as needed. Use fences or bollards w/chains to force bike stops at perpendicular MUTCD compliant 10-foot wide track crossing.

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Formalize existing desire line path to future MBTA sidewalk with lighting and temporary accessible route until Bridge Street widening. Provide minimum 5’ wide ADA-compliant accessible route with lighting as needed under overpass. Use fences or 4-foot bollards with chains to force bike/pedestrian slow points at 10-foot wide close to perpendicular track crossing both ways. Allow B&T Shop parking.

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Install typical 5’ ADA-compliant sidewalk to signal. Temporarily reduce roadway width from approximately 40’ to 36’ to create a 4’ sidewalk at pinch point & remove concrete step in City layout to Bridge Street Sporting door; no building impact & transition back to 40’

Restripe Bridge Street to provide a 3’ striped shoulder on north or westbound side with an 11’ travel lane until Bridge Street widening occurs; consider converting head-in parking to parallel parking and ‘smart’ metering.

Option III-2A has no impact on Bridge Street layout, but involves work on MBTA or privately owned land.

Option III-2B, provide a 36’ paved cross section with 4’ wide sidewalk at pinch point w/2 foot offset on both sides with an 11 foot through lane in each direction and 10’ turn lane, but involves only City layout

Legend
- New raised concrete sidewalk – City Layout
- Or new sidewalk with lighting – MBTA/Pan Am Railways layout behind Bridge St. Sports
- May tie into potential sidewalk with Option II-2
- New countdown pedestrian signals at existing traffic signal

Base Map Source: Salem GIS
MBTA Salem Station Pedestrian/Bike Circulation Recommended Action Plan

- New Sidewalk/lighting
- New Freight Pedestrian Xing
- New or improved crosswalk
- Consider parking enhancements
- Provide 3’ striped shoulder
Questions?