FST’s Key Tasks

• Peer review the North Campus Access Study
• Review intersection of Lafayette Street (Route 114) at Loring Avenue for safety/capacity enhancements
• Review Lafayette Street and Loring Avenue to see if bike enhancements possible; identify impacts on-street parking/loading
Key Findings

- Study used *generally acceptable traffic analysis procedures*

- Consolidating the parking supply on North Campus with the *proposed garage satisfies an immediate SSU staff/visitor/commuter and resident student parking needs*

- Without changes to on on-street parking supply *on-street parkers will avoid the garage if on-street spaces remain available*
Key Findings

- We anticipate *poor peak operations at Loring Avenue/College Drive* during afternoon exiting peak hours.

- *Lafayette Street at Loring Avenue intersection requires safety and operational enhancements*.

- *Mitigation measures are recommended* to encourage non-auto commuting & trip making.
Recommended Mitigation Overview

Legend
- Buffered cycle track w/on-street parking removal*
- New bike lanes w/on-street parking removal*
- Additional bike storage – consider providing 5% of campus population
- Monitoring- Peak Manual Control*
- Extend right lane storage
- Implement pedestrian/bike crossing bump-out enhancements*
- Upgrade traffic signal

* Implement immediately after garage

Basemap Source: Salem GIS
Recommended Mitigation

New Signal at Loring Avenue at Lafayette Street (intersection safety & operations upgrades)

- ADA-compliant ramps
- ADA-compliant push buttons on the southeastern corner
- Fiber optic “No Turn on Red’ signs on southbound approach during the pedestrian phase
- Overhead video detection
- New overhead mast-arm signals with back plates
- Estimated Cost = $200,000-$250,000

Purpose: Multi-modal safety enhancements
Recommended Mitigation

Monitor modified intersection of Loring Avenue at College Drive – if necessary, provide police/crossing guard control, allow rights only or, if all else fails, a future coordinated signal

• Afternoon Peak Hours
• Special Events

Purpose: Minimize Loring Avenue conflicts, congestion, maximize safety
Recommended Mitigation

With bike lanes include bump-outs/curb extensions at intersection of Loring Avenue at Raymond Road

Purpose: Encourage non-auto travel/reduce garage impact

Estimated Cost = $50,000
Recommended Mitigation

Provide police/crossing guard control of the Loring Avenue at Raymond Road intersection

Afternoon Peak Hours
Special Events

Purpose: Create gaps in pedestrians for neighbors trying to exit onto Loring Avenue; reduce garage impact
Recommended Mitigation

Relocate existing on-street parking spaces used by SSU on Lafayette Street and Loring Avenue to the proposed garage

- Approximately 115 vehicles (45- Loring Ave/70- Lafayette Street)
- Improves sight distance at College Drive/ Loring Avenue
- Maintain Resident Parking

Purpose: Encourage non-auto travel/reduce garage impact
Recommended Mitigation

Enhance bicycle circulation/pedestrian environment on Lafayette Street

• Alter southbound bike lane to provide a two-way cycle track

• Address residential parking and loading requirements

Purpose: Encourage non-auto travel/reduce garage impact
Recommended Mitigation

Enhance bicycle circulation/pedestrian environment on Lafayette Street

- 10 foot wide cycle track
- 3 foot buffer
- 13.5 foot wide southbound vehicle lane
- 13.5 foot wide northbound vehicle lane
- 5 foot northbound bike lane
- Estimated Cost = $50,000 -$400,000

Purpose: Encourage non-auto travel/reduce garage impact
Recommended Mitigation

Enhance bicycle circulation/pedestrian environment on Loring Avenue

- 8 foot wide parking lane
- 2 foot buffer (to reduce doorings),
- 5 foot westbound bike lane,
- 11 foot wide westbound vehicle lane
- 11 foot wide eastbound vehicle lane
- 5-6 foot eastbound bike lane.

Estimated Cost = $75,000

Purpose: Encourage non-auto travel/reduce garage impact
Recommended Mitigation

Encourage Alternative Transportation Choices

- **Expand bicycle storage facilities on campus**
  - SSU should increase its on-campus bike storage facilities to represent 5% or more of the campus population
  - Consider adding a new North Campus Salem Spins share-a-bike station 7:30 AM-6:30 PM near Ellison Center
- **Advocate for creation of South Salem MBTA Commuter Rail stop**
- **Improve and expand utilization of Campus Cruiser shuttle service**

**Purpose:** Encourage non-auto travel/reduce garage impact
Thank you

Questions?
Recommended Mitigation

- Potential Mitigation

  - Relocate existing on-street parking spaces used by SSU on Lafayette Street (not resident parking) and Loring Avenue to the proposed garage
  - Enhance bicycle circulation/pedestrian environment on Lafayette Street
  - Enhance bicycle circulation/pedestrian environment on Loring Avenue
  - Install additional bike racks throughout SSU to serve at least 5% of campus population
  - Provide Loring Avenue at Lafayette Street intersection upgrades
  - Provide police/crossing guard control of the Loring Avenue at College Drive intersection
  - Construct bump-outs/curb extensions at the intersection of Loring Avenue and Raymond Road
  - Provide police/crossing guard control of the Loring Avenue at Raymond Road intersection