South Salem Stop
MBTA Commuter Rail Station
Salem, MA

Conceptual Design Presentation
Public Meeting
March 22, 2016

New MBTA Commuter Rail Stop in South Salem
MBTA Commuter Rail 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
South Salem Stop – Alternative Locations

Future Bike Path
Location: 1
Location: 2
Location: 3
Location: 4
Alternative 1A – Jefferson Avenue
Alternative 1B – Jefferson Avenue
Alternative 2A – Ocean Avenue
Alternative 2B – Ocean Avenue
Alternative 3 – Ocean Ave. to Canal St.
Alternative 4A – Canal Street
Alternative 4B – Canal Street

- Ramp
- Platform
- Pedestrian Bridge
- Station Entrance
- Future Bike Path
Alternative 2C – Ocean Avenue
Typical MBTA Commuter Rail Station with Pedestrian Bridge
Pedestrian Bridge with Ramp Structure
Salem Commuter Rail Stop
Typical MBTA Commuter Rail Station
Alternative Commuter Rail Canopy
Alternative Commuter Rail Canopy
<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>COST</th>
<th>ADVANTAGES</th>
<th>DISADVANTAGES</th>
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| ALTERNATIVE 1A/1B | $ 15 million | • Least Costly Alternative  
• Direct Access from Local Road  
• Minimal Impacts to Railroad Sidings  
• Furthest from existing CR Station | • Abutter Impacts – Jefferson Avenue Lawrence St. and Ocean Ave. West  
• Further away from SSU and NSMC  
• Drop-off area would be on Jefferson |
| ALTERNATIVE 2A/2B | $ 18 million | • Better access to SSU and NSMC  
• Better Parking & Drop-Off Area Potential  
• Most conventional layout for CR Station | • Abutter Impacts - Lawrence Street and Ocean Ave. West  
• Impacts to the Future Bike Path  
• More RR Track & Signal work needed |
| ALTERNATIVE 3     | $ 20 million | • Fewer Abutter Impacts  
• Sufficient ROW to construct  
• Good access to SSU & NSMC | • Most Costly Alternative  
• More RR Track & Signal work needed  
• Inbound side further away from SSU – potential safety & security issues |
| ALTERNATIVE 4A/4B | $ 18 million | • Least impacts to Railroad Sidings  
• Fewer Abutter Impacts  
• Sufficient ROW to construct | • Further away from SSU and NSMC  
• Closest to existing Salem CR Station  
• More RR Track & Signal work needed  
• Impacts to Future Bike Path  
• Requires wall reconstruction (into tunnel) |
| ALTERNATIVE 2C    | $ 20 million | • Same as Alternative 2A & 2B (better access to SSU and NSMC, better parking & drop-off area potential; conventional)  
• Reduces impacts to Abutters  
• Reduces impacts to the Future Bike Path | • Still some Abutter Impacts - Lawrence Street and Ocean Ave. West (but better potential for screening)  
• More RR Track & Signal work needed |