South Salem Stop
MBTA Commuter Rail Station
Salem, MA

Conceptual Design Update
November 14, 2016

New MBTA Commuter Rail Stop in South Salem
South Salem Stop – Alternative Locations
## Comparison of Alternatives

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<th>ALTERNATIVE</th>
<th>COST</th>
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| ALTERNATIVE 1A/1B| $16 mil.| • 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| $20 mil.| • 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     | $24 mil.| • 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| $20 mil.| • 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    | $24 mil.| • 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 |
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
½-mile and ¼-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 - 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) TERRORITORIAL REINFORCEMENT - CREATING A "SPHERE OF INFLUENCE" WITH PAVEMENT, LANDSCAPING AND SIGNAGE TO ENABLE PASSENGERS TO HAVE A SENSE OF PROPRIETORSHIP. CLEARLY SEPARATE 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
Alternative 3 at Canal St. and Bike Path

- **800' LONG HIGH LEVEL OUTBOUND PLATFORM**
- **800' LONG HIGH LEVEL INBOUND PLATFORM**
- **LIMIT OF PROPOSED PLATFORM (MAINTAIN 8'-6" TO RR SIDING)**
- **WALKWAY CONNECTION**
- **EXISTING RAILROAD SIDING**
- **PROPOSED GRADE CROSSING**
- **RELOCATED RAILROAD SIDING**
- **RELOCATED BIKE PATH**

**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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