

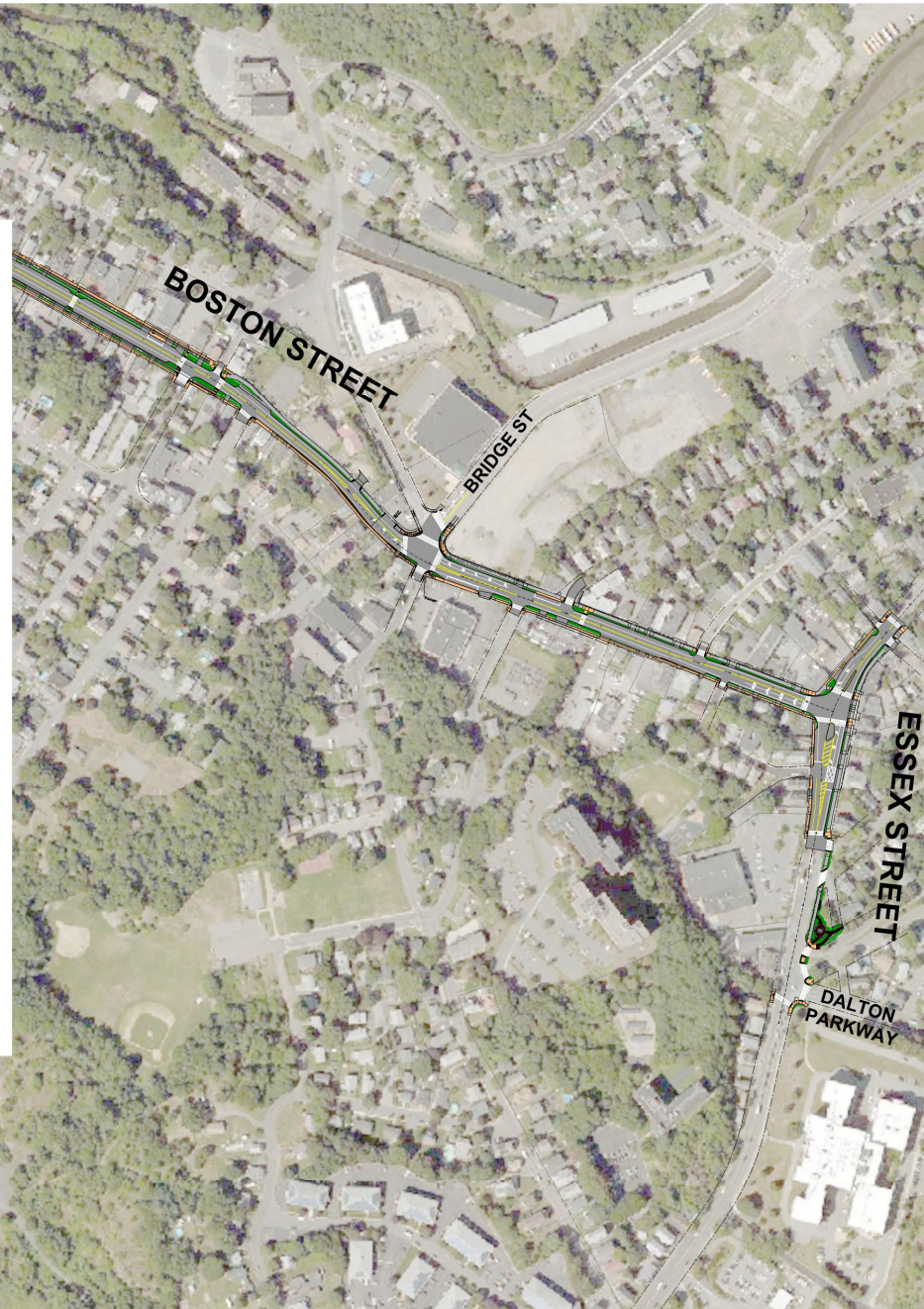


Boston Street Improvements Salem/Peabody MA

Design Public Hearing

Virtual (Zoom) September 27, 2022 | 6 pm

Project File No. 609437



Zoom Public Hearing Webinar Controls



- Spanish and Portuguese



- Drop down menu to check microphone and speakers



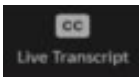
- Ask a question and share comments



- Raise your hand - *9 for users dialing in (Alt + Y to raise your hand)



- If you are unable to access the internet or are having technical problems, please call into the meeting at 646-931-3860, Webinar ID: 883 3660 0621



- Closed captioning automatically generated by ZOOM



If you have trouble with the meeting technology during the presentation, please call:

1-888-799-9666

Audio Settings ^


Raise Hand


Q&A


Interpretation


Live Transcript

Leave

Public meeting notes and procedures

Public record

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- Please use the Q&A feature for project-related business only

Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the presentation.
- Please take time to respond to our survey at the end of the presentation. Your feedback is important.
- We strongly recommend you submit your comments in writing. Details on where to send comments will be explained at the end of this presentation.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Thank you for joining our meeting. We appreciate your participation!

Notice Of MassDOT/MBTA Policy Diversity and Civil Rights

All MassDOT/MBTA activities, including public meetings, are free of discrimination. The MassDOT/MBTA complies with all federal and state civil rights requirements preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> / www.mbta.com/titlevi to reach the Office of Diversity and Civil Rights.

Panel Members

- **MassDOT**

- Anni Autio, Project Manager
- David Shedd, Project Manager
- Brian Fallon, MassDOT District 4
- Nancy Shah, Right of Way Project Liaison
- Charlene Job, MassDOT (Producer)
- Hung Pham, MassDOT (Producer)

- **City of Salem**

- David Knowlton, P.E. (City Engineer/DPS Director)
- Jay Carroll, P.E. (Roadway Project Manager)

- **City of Peabody**

- Robert Langley, P.E. (Director of Engineering)

- **VHB (Design Consultant)**

- Trish Domigan, P.E.
- Amy Silbovitz, P.E.



- **Stenographer**

- Greg Tarbox

- **Translator**

- UMass Translation Center
(Spanish and Portuguese)

Design Public Hearing - Advertisement

4. Newspaper Advertisement

Daily Item

Salem Evening News

2. Social Media

3. MPO –Boston Region Metropolitan Planning Organization

4. Other Outreach (from OPEO Staff Calls)

Salem Council on Aging

Peabody Disability Commission



MassDOT web site

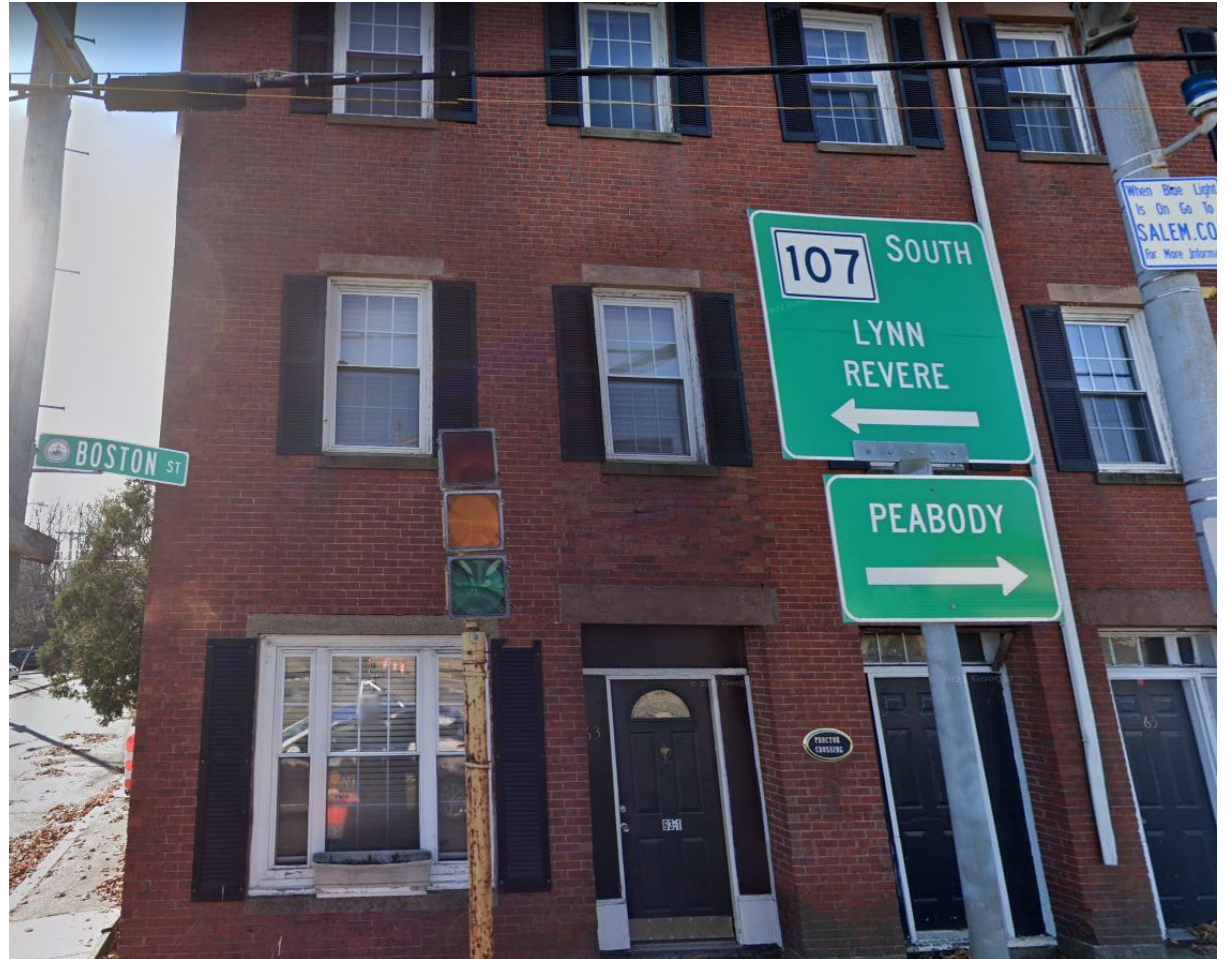


Salem web site



Agenda

1. Project Initiation
2. Project Goals
3. Project History
4. Project Alternatives
5. Proposed Improvements
6. Right of Way Discussion
7. Construction / Funding
8. Next Steps
9. Contact Information
10. Questions & Answers





**Why was this
project
initiated?**

Current Roadway Cross Section





**What do we
want to
accomplish?**

Project Goals

- **Complete Streets Design:**

- Improve pedestrian accommodations
- Provide off road bicycle accommodations
- Maintain vehicular operations
- Reduce potential safety deficiencies
- Upgrade bus stop locations



Pedestrian

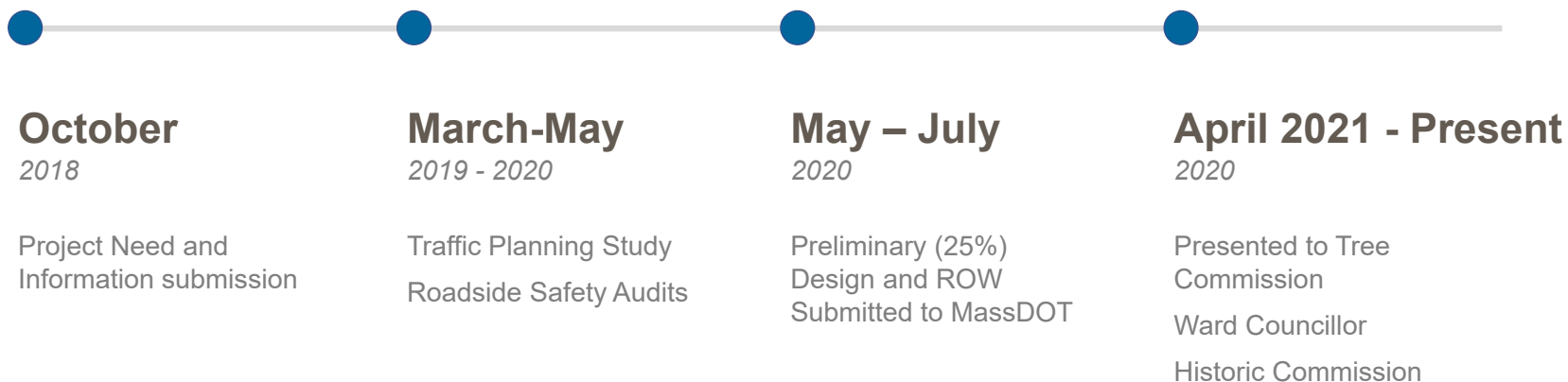


Bicycle



Transit

How did we get here?



Road Safety Audit (RSA)-April 2019

- Safety issues and countermeasures
- Engineering, Planning, Traffic & Parking, Fire, Police, Boston Regional Metropolitan Planning Organization (MPO), MassDOT, and VHB
- Findings
 - Short-, Medium- and Long-Term improvements have been incorporated into corridor upgrades.
 - Pope Street and Proctor Street reversed direction
 - Re-position Choate Statue at existing location

Table 3: Potential Safety Enhancement Summary
Boston Street at Proctor Street

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pavement Markings	Consider restriping all existing pavement markings within the intersection and provide lane use arrows on all approaches.	Medium	Short-Term	Low	City of Salem
	Consider restriping lane use arrows on Pope Street.	Medium	Short-Term	Low	City of Salem
	Consider striping shoulders on Boston Street.	Medium	Short-Term	Low	City of Salem
	Consider shifting the double yellow centerline turn lanes from Boston Street westbound to through-left turn lane.	Low	Mid-Term	High	City of Salem
Pedestrian Accommodations	Consider adding bus stop pavement markings to enhance bus stop visibility.	Low	Short-Term	Low	City of Salem
	Install detectable warning panels for the existing wheelchair ramps to meet ADA compliance.	Low	Short-Term	Low	MBTA
	Consider consolidating the crosswalk across Bridge Street at the signal and the crosswalk just to the north at Goodhue Street into one crosswalk.	Low	Short-Term	Low	City of Salem
	Consider repaving all crosswalks and providing proper maintenance.	Medium	Short-Term	Low	City of Salem

Table 4: Potential Safety Enhancement Summary
Essex Street at Boston Street to Jackson Street

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pavement Markings	Consider striping the shoulders to define and narrow travel lanes, particularly on Essex Street southbound.	Medium	Short-Term	Low	City of Salem
	Consider re-striping all existing pavement markings throughout the corridor and implement lane use arrows.	Medium	Short-Term	Low	City of Salem
	Replant the "do not block the box" pavement marking in front of the firehouse to prevent vehicles from stopping in front of the firehouse exit.	High	Short-Term	Low	City of Salem
	Consider striping Essex Street to formalize the two travel lanes northbound and reduce the frequency of sidewipe and angle collisions.	Low	Short-Term	Low	City of Salem
Pedestrian Accommodations	Consider installing bus stop pavement markings to help define the bus stop area.	Low	Short-Term	High	City of Salem
	Install detectable warning panels to meet ADA compliance.	High	Mid-Term	Medium	City of Salem
	Consider updating the pedestrian crossing at Warren Street/CVS to an RRFB or install flashing LED pedestrian signage.	Medium	Short-Term	Medium	City of Salem
	Consider adding pedestrian accommodations on the north side of the intersection of Essex Street and Essex Street.	Medium	Mid-Term	Medium	City of Salem



**What
alternatives
were
considered?**

Project Alternatives

Alternative 1

- On street bike lanes
- 1B – Signal turn lane modifications
- 1C – Exclusive bike lane between Hanson and Bridge Street

Alternative 2

- Off street bike lanes
- 2B – Essex Street median eliminated

Chosen Design:

- 2C – Shared Use Path between Hanson and Bridge Street





What is the preferred alternative?

Proposed Improvements

▪ Bike Accommodations

- 5' Separated Bike Lanes from Peabody City Line to Nichols/Grove Street
- 10' Shared Use Path on North Side Between Nichols/Grove Street and Essex Street
- 10' Shared Use Path on east side of Essex Street

▪ Pedestrian Accommodations

- 5' sidewalks adjacent to separated bike lanes
- Combined 10' sidewalk along the shared use path
- ADA complaint pedestrian curb ramps
- Protected crossing (RRFB), and bump outs at pedestrian curb ramps

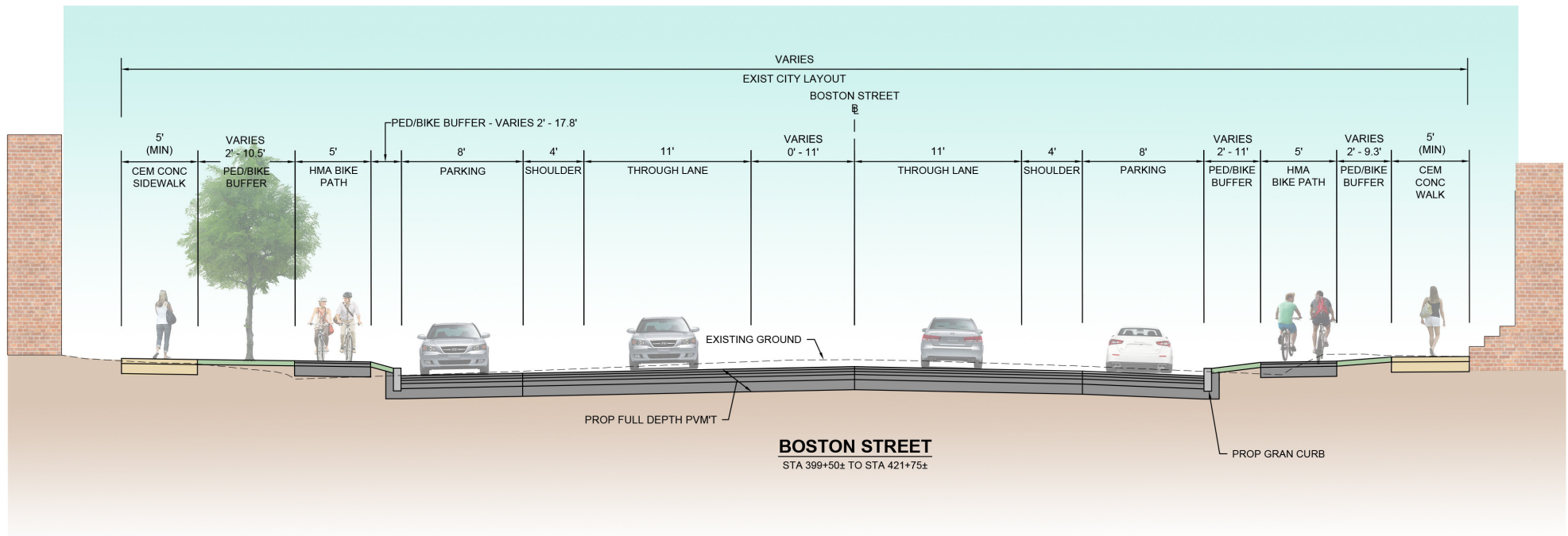
▪ Vehicular Accommodations

- 11' Travel Lanes
- 4' Shoulders
- Parking lanes

▪ Transit Accommodations

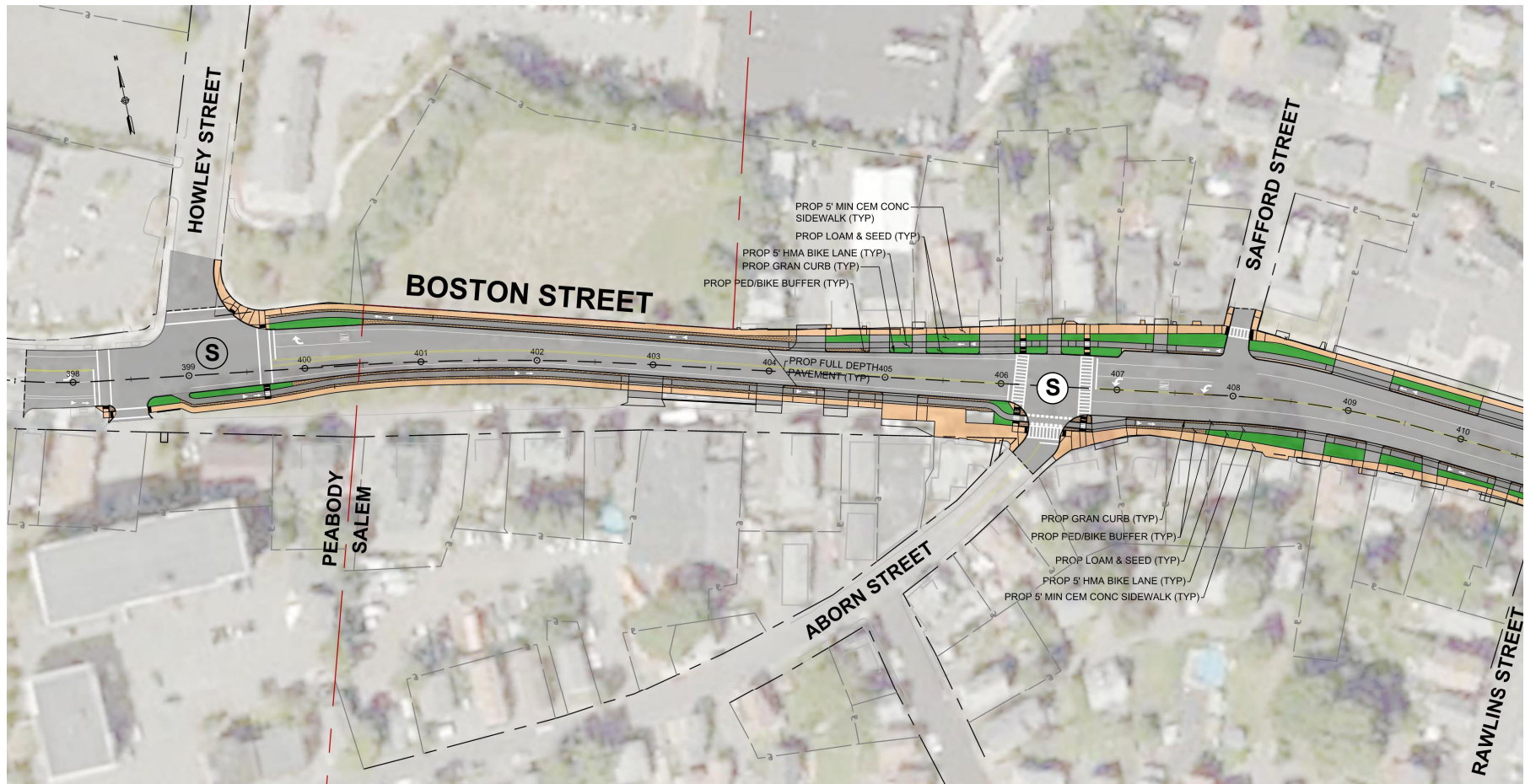
- ADA compliant bus stops
- Optimally located bus stops

Proposed Improvements (Boston St looking east)

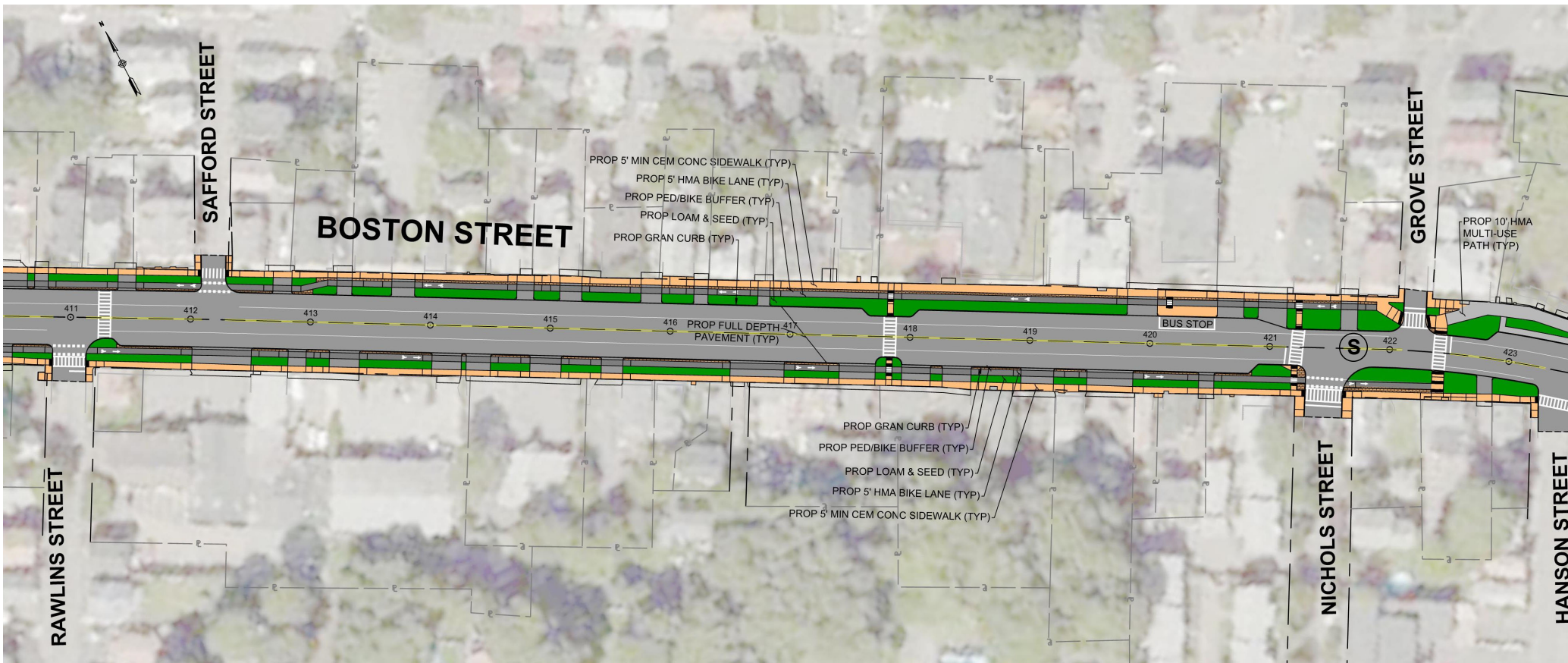


Separated Sidewalk and Bike Lane
From Peabody to Nichols/Grove Intersection

Proposed Improvements



Proposed Improvements



The diagram illustrates the cross-section of Boston Street, showing various lanes and their widths. The existing city layout is indicated at the top, and the proposed full depth pavement (PVM/T) is shown at the bottom. The diagram includes a shared use path, a tree buffer, a shoulder, through lanes, a striped median, parking, another buffer, and a sidewalk. Dimensions are provided for each section, and existing city layout is indicated at the top.

Section	Width	Notes
EXIST CITY LAYOUT	VARIES	
BOSTON STREET		
VARIES		
HMA SHARED USE PATH	10'	
PED/BIKE BUFFER	5' (TYP)	
SHOULDER	8'	
THROUGH LANE	4'	
THROUGH LANE	11'	
EB LEFT TURN LANE, STRIPED MEDIAN	VARIES 0' - 11'	
THROUGH LANE	11'	
SHOULDER	4'	
PARKING	8'	
PED/BIKE BUFFER	VARIES 2' - 19.2'	
CEM CONC SIDEWALK	5' (MIN)	
VARIES (2:1 MAX)		

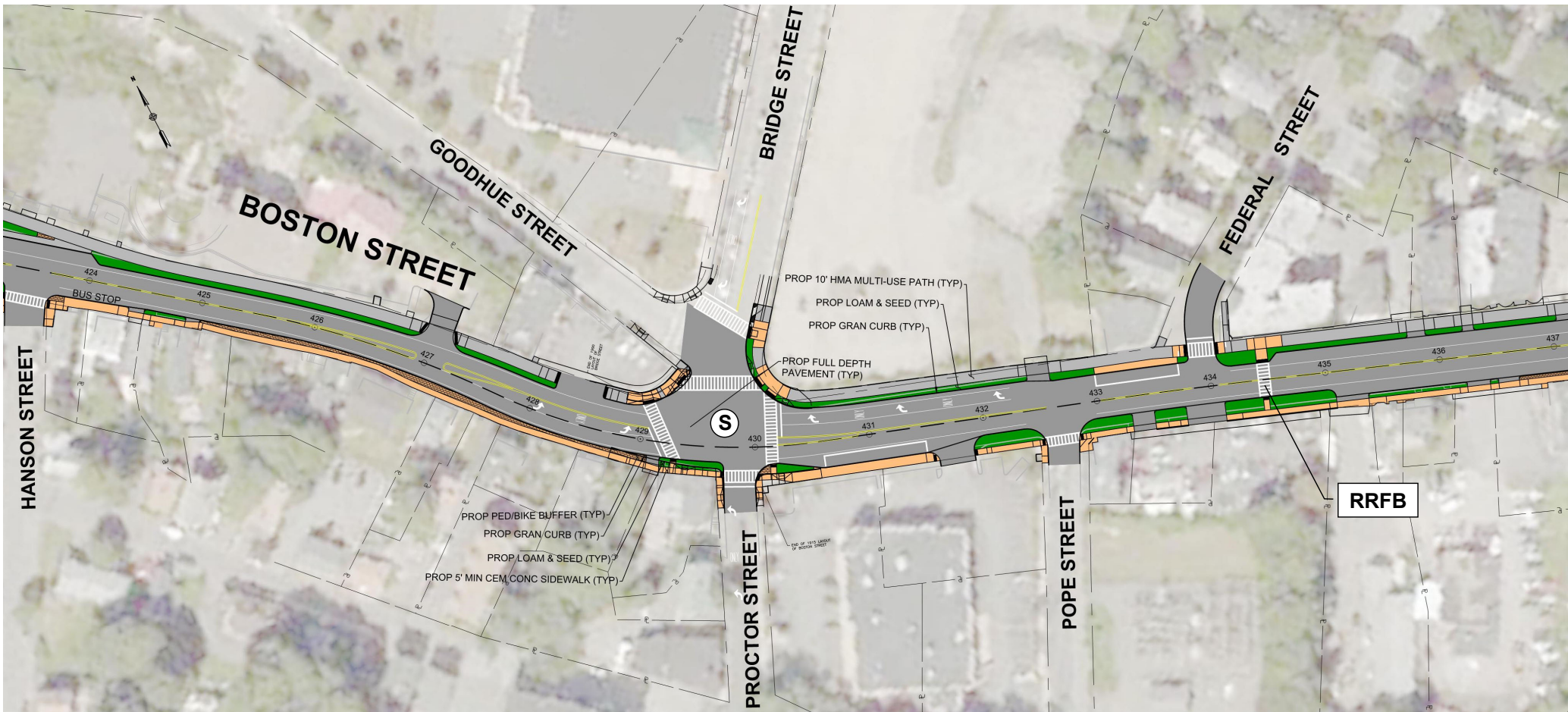
BOSTON STREET
 STA 421+75± TO STA 441+17±
 NTS

Labels in diagram:
 PROP FULL DEPTH SHARED USE PATH PVM/T
 PROP LOAM & SEED
 PROP FULL DEPTH PVM/T
 PROP LOAM & SEED
 PROP GRAN CURB (TYP)

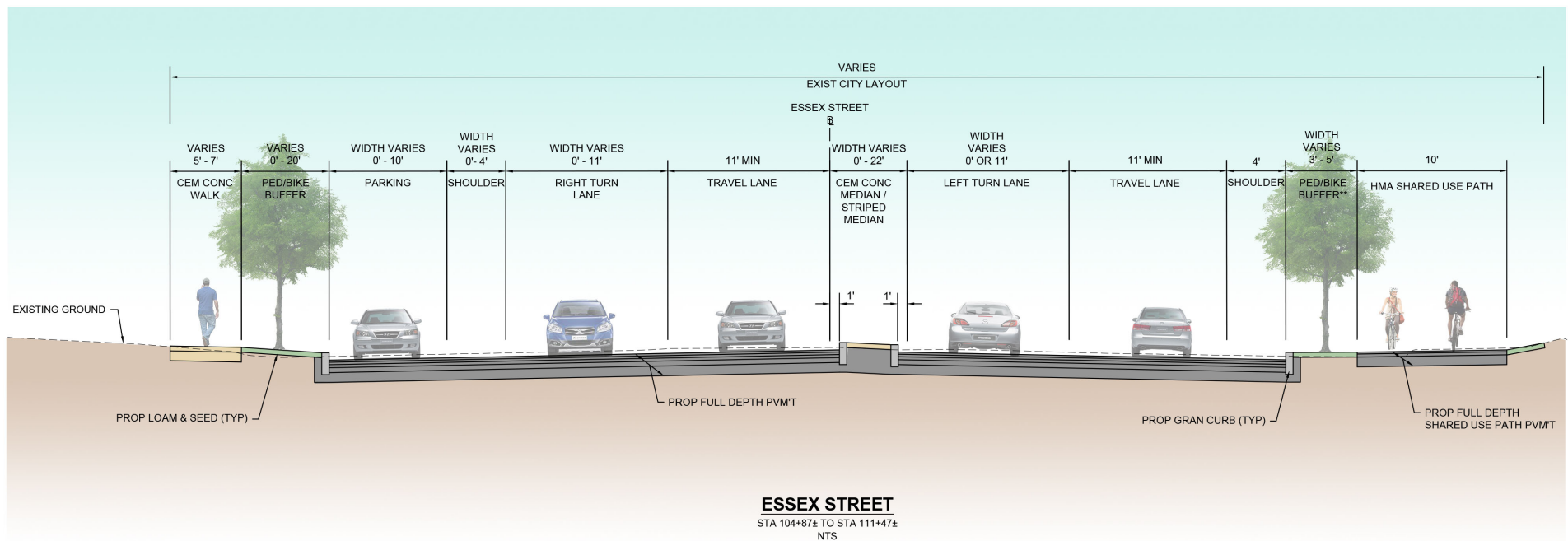
Shared Use Path and Sidewalk

From Nichols/Grove Intersection to Essex St

Proposed Improvements



Proposed Improvements (Essex St looking north)



Proposed Improvements





How will your
property be
impacted?

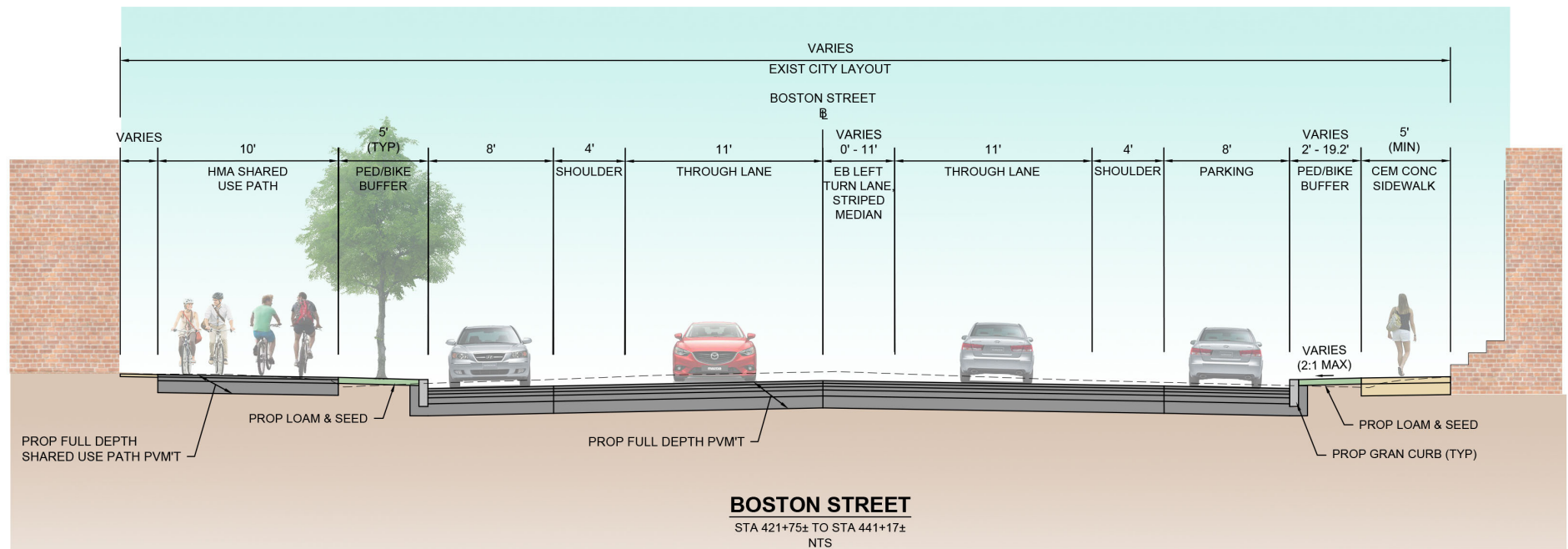
Preliminary Right of Way (ROW) discussion – 25% Design

- Municipalities are responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Affected property owners will be contacted by personnel from the City of Salem or Peabody.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.
- Fee takings, permanent easements, and/or temporary construction easements may be required.
- Plans are on file with city engineering offices.



**How will
bicyclists and
pedestrians
benefit?**

Proposed Improvements (Boston St looking east)



Shared Use Path and Sidewalk
From Nichols/Grove Intersection to Essex St

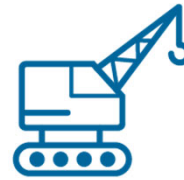


**What are the
environmental,
cultural
resource, and
community
impacts?**

Environmental Permitting

- Massachusetts Environmental Protection Agency (MEPA)
- Wetland Protection Act (WPA)
- Salem Historic Commission





**What is the
construction
phasing and
funding?**

Construction Phase

- **MassDOT will administer the project**
- **Sequencing and phasing of construction**
 - Construction operations will be coordinated with MassDOT and City Officials
 - Reduce / minimize traffic impacts during school hours
 - Access shall be maintained to abutting homes and businesses



Funding

Construction 100% funded

- Federal share 80% / State 20%
- Estimated total project cost ~ \$13.6 Million
 - *The total estimated cost of the project does not include any right of way acquisition costs*
- Project currently programmed for 2026 TIP year
- City's responsible for Design, Permitting and Right of Way acquisitions (permanent and temporary easements)

Our next steps

1

Review and respond to comments received from this meeting

2

Continue with design development

- 75% Design Submittal
- 100% Design Submittal
- PS&E Submittal

3

ROW coordination

4

Advertise project for construction Spring 2026

5

Construction timeline begins 2026



**How will we
keep you
informed?**

How to reach us?

- **Email Comments to:**

MassDOTProjectManagement@dot.state.ma.us

Subject: MassDOT Project File No. 609437 Boston Street, Salem

- **Submit Written Comments to:**

Carrie Lavallee, PE, Chief Engineer

MassDOT

10 Park Plaza

Boston, MA 02116

Att. Roadway Project Management, Project File No. 609437



- **Mail In Comments to:**

The last sheet of handout is a mail-in sheet. Mail comments must be postmarked within 10 business days of webinar publish date for inclusion in public hearing transcript and will become part of official record.

- **For project information visit the MassDOT Design Public Hearing web site at:**

<https://www.mass.gov/massdot-highway-design-public-hearings> or use the QR Code from your screen to send comments or questions



**Questions and
discussion**

Questions and answers



- Submit your questions and comments using the Q&A button



- “Raise your hand” to be unmuted for verbal questions. (Alt + Y to raise your hand)



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.



- Please take a few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting.

**All questions and comments are subject to disclosure for public records.
Please use these functions for project related business only.**



Thank You

Boston Street Improvements Design Public Hearing

Virtual (Zoom) | September 27, 2022 | 6 pm

Project File No. 609437

Anni Autio, PE Project Manager

