

APPENDIX A

PARTICIPANTS IN THE STUDY

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The Mid–North Shore Subregional Transportation Study Advisory Group members actively involved in the meetings and/or instrumental in the study were:

Lynn City officials

- Bill Bochnak, Director of Intergovernmental Affairs, Office of the Mayor
- Peter DeVeau, Economic Development & Industrial Corporation
- Michael Donovan, Director, Inspectional Services Department
- Jay Fink, Commissioner, Department of Public Works
- Jackie LaZure, Economic Development & Industrial Corporation
- Hal McGaughey, Development Director, Office of Economic and Community Development
- Donald Walker, Director of Project Operations, Office of Economic and Community Development

Salem City officials

- Lynn Duncan, Director, Department of Planning & Community Development
- Mike Sosnowski, City Councillor
- Kate Sullivan, Chief of Staff, Office of the Mayor
- Bruce Thibodeau, Director of Public Services/City Engineer
- Kathy Winn, City of Salem

Swampscott town officials

- Gino Cresta, Director of Public Works
- Andrew Maylor, Town Administrator

Lynn police department

- Sergeant Ned Shinnick

Salem police department

- Captain Bob Callahan

Swampscott police department

- Chief Ronald Madigan
- Lieutenant Gary Lord

Executive Office of Transportation

- Adriel Edwards

MassHighway–District 4

- Joe Onorato

Metropolitan Area Planning Council

- Holly St. Clair

U.S. Congressman John Tierney

State Senator Thomas McGee

State Representative Douglas Petersen

State Representative Steven Walsh

Alliance of Salem Neighborhood Associations

- Jim Treadwell

Lynn Area Chamber of Commerce

- Kevin Donahue

Lynn Business Partnership

- Ted Grant

Neighborhood Legal Services

- Ross Dolloff

South Salem Neighborhood Association

- Norman La Pointe
- Jim Rose

The group met on the following dates, at the following locations.

2005 January 19, Lynn City Hall

2006 July 13, Lynn Area Chamber of Commerce

In addition, CTPS met with local officials in the three study area communities during the development of the study. These meetings were held mostly during the first year to request data and to solicit information regarding individual communities' transportation concerns; subsequent visits to city and town offices were made on an as-needed basis.

APPENDIX B

AN INVENTORY OF STUDY AREA TRANSPORTATION CONCERNS

AN INVENTORY OF STUDY AREA TRANSPORTATION CONCERNS

INTRODUCTION¹

This memorandum summarizes transportation concerns in the Mid–North Shore Subregional Transportation Study area.

In the fall of 2004, CTPS staff met separately with city/town officials in Lynn, Swampscott, and Salem. The intent was to present the study’s objectives and to solicit information on local transportation concerns. Through its *2004 Congestion Management System Report*, CTPS had already quantified locations with high arterial delays during the AM and PM peak period. The CMS report also identified locations with high vehicle crash rates, AM and PM peak period bus route schedule adherence violations, and commuter rail park and ride lot capacities and utilization rates. Information with respect to needed transportation improvements in the study area was also available in the Arterial, Bicycle/Pedestrian, Bridge, and Transit Expansion sections, respectively, of the Boston MPO 2005–2009 Transportation Improvement Program (TIP).

At the first Advisory Group meeting in Lynn City Hall on 19 January, 2005, CTPS presented the list of known transportation concerns in the study area. From follow-up discussions at the meeting, additional concerns were brought to CTPS’ attention. What follows are summaries of the universe of study area transportation concerns (see Figure B-1), as well as an identification of those concerns in each study area community which will become the focus of this study.

LYNN

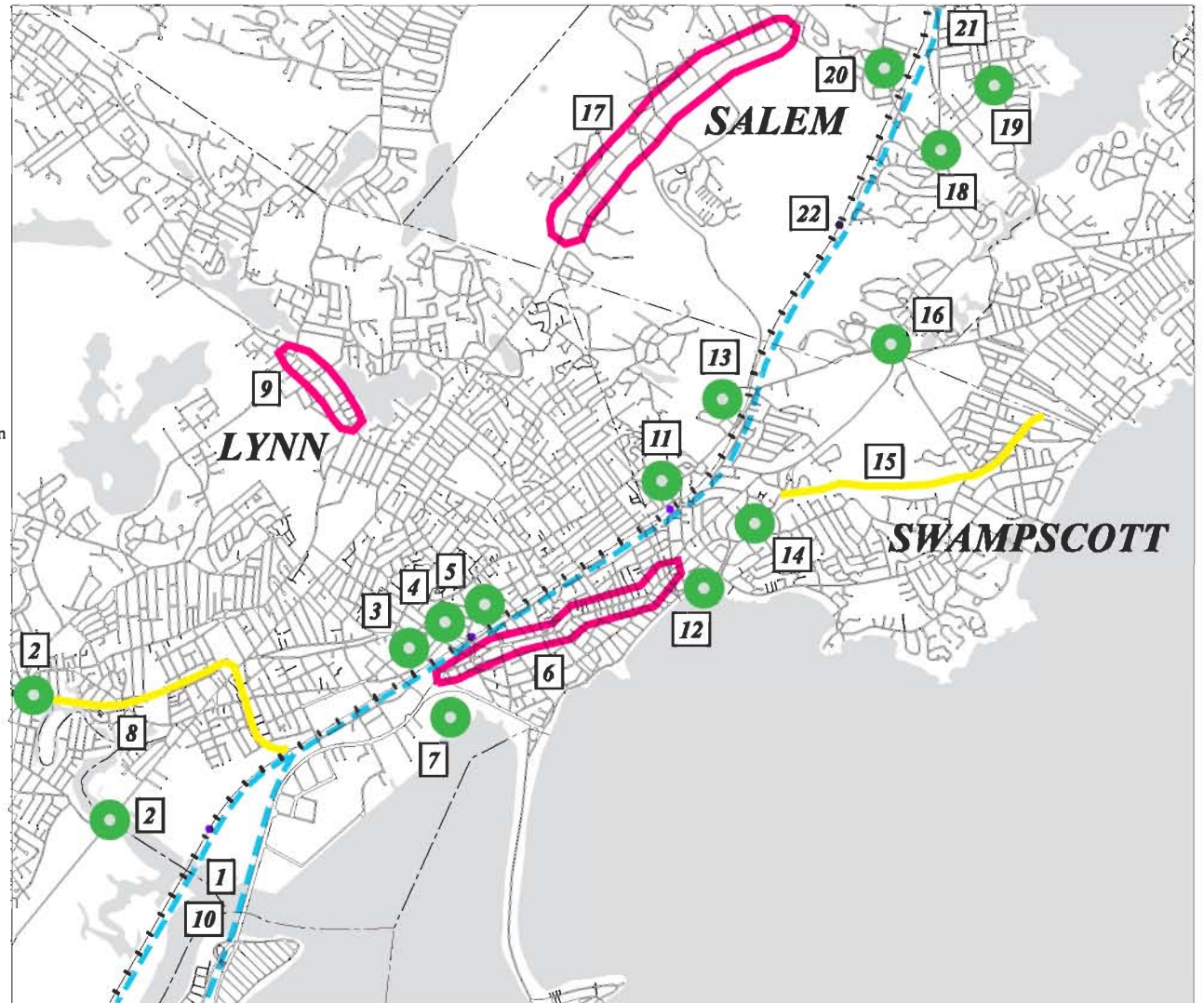
(CTPS met with city officials at Lynn City Hall, 24 September, 2004)

- 1. Extend the MBTA Blue Line from Wonderland to Lynn to connect with the existing commuter rail and bus network.** This is one of a number of alternatives considered in the current MBTA North Shore Transit Improvements study. It is listed in the Transit Expansion section of Appendix A (Universe of Projects) in the current TIP.
- 2. Replace two bridges in Lynn: the Boston Street Bridge and the Route 107 (Fox Hill) Bridge, both over the Saugus River.** The Boston Street Bridge is listed for replacement in FY 2005 in the current TIP. The Route 107 Bridge is listed in the 2007 Bridge section of Appendix A (Universe of Projects) in the current TIP.
- 3. Improve downtown Lynn traffic circulation.** A study by Beta Group, Inc., of Norwood, is under way.
- 4. Downtown parking needs to be improved,** perhaps through the construction of a new parking garage.

¹ [Appendix B was originally a CTPS memorandum, distributed on 14 February, 2005, to the Mid–North Shore Subregional Transportation Study Advisory Group, entitled “Task 2: An Inventory of Study Area Transportation Concerns.”]

TRANSPORTATION CONCERNS:

- 1 Extend the MBTA Blue Line from Wonderland to Lynn to connect with the existing commuter rail and bus network
- 2 Replace two bridges in Lynn: the Boston Street Bridge and the Route 107 (Fox Hill) Bridge, both over the Saugus River
- 3 Improve downtown Lynn traffic circulation
- 4 Downtown parking needs to be improved
- 5 There are perceived dangers and poor aesthetics in the Lynn Station parking garage
- 6 There is congestion in the Broad Street/Lewis Street corridor
- 7 Improve connections with downtown Boston via a commuter boat shuttle
- 8 Improve bicycle/pedestrian facilities
- 9 There is congestion in the Route 129 (Broadway/Lynnfield Street) corridor between Boston Street and Parkland Avenue
- 10 Swampscott supports the proposed MBTA Blue Line extension to Lynn
- 11 There are not enough parking spaces at the Swampscott commuter rail station
- 12 Traffic backs up on Lynn Shore Drive in Lynn onto Humphrey Street in Swampscott
- 13 There is substantial congestion and excessive truck traffic on Essex Street
- 14 There are high levels of cut-through traffic between Route 1A (Paradise Road) and Route 129 (Humphrey Street)
- 15 Improve bicycle/pedestrian facilities
- 16 Changes/improvements may be needed at Vinnin Square
- 17 Intersection and signal improvements are needed at seven locations on Route 107 (Highland Avenue)
- 18 There are safety concerns at the Route 1A (Loring Avenue)/Canal Street/Jefferson Avenue intersection
- 19 There is congestion at the Route 1A (Loring Avenue)/Route 114 (Lafayette Street) intersection
- 20 Congestion as well as problematic traffic operations exist at the Jefferson Avenue/Willson Street intersection
- 21 Extend the MBTA Blue Line from Lynn to Salem
- 22 Add a station in southern Salem on the Rockport/Newburyport commuter rail line



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FIGURE B-1
Study Area Transportation Concerns
(as of February, 2005)

5. There are perceived dangers and poor aesthetics in the Lynn Station parking garage.

This discourages spillover commuter rail riders/parkers from neighboring towns from using the underutilized garage. Current capacity is 952 parking spaces, with an average daily utilization rate of 38%.

6. There is congestion in the Broad Street/Lewis Street corridor. This may also affect access to downtown Lynn, and thereby discourage commuter rail riders from neighboring towns from using the Lynn Station parking garage.

7. Improve connections with downtown Boston via a commuter boat shuttle. This shuttle would complement a potential Blue Line expansion, not compete with it.

8. Improve bicycle/pedestrian facilities. A rail-trail project has been proposed involving the City of Lynn. The project would be 10 miles in length, using the abandoned Saugus Branch rail right of way through five communities: Malden, Everett, Saugus, Revere, and Lynn. The project is listed in the Bicycle/Pedestrian section of Appendix A (Universe of Projects) in the current TIP.

9. There is congestion in the Route 129 (Broadway/Lynnfield Street) corridor between Boston Street and Parkland Avenue.

This study's focus in Lynn

Lynn officials explicitly asked CTPS to analyze concerns 6 and 9 in this study. CTPS will also look into concern 5 to see whether recommendations can be made to increase the usage of the Lynn station parking garage. In addition, this study will evaluate the impacts of changes in North Shore MBTA bus operations which were implemented as a result of the North Shore Bus Improvement Project, completed in 2002.

SWAMPSCOTT

(CTPS met with town officials at Swampscott Town Hall, 27 September, 2004)

10. Swampscott supports the proposed MBTA Blue Line extension to Lynn. This is one of a number of alternatives considered in the current MBTA North Shore Transit Improvements study.

11. There are not enough parking spaces at the Swampscott commuter rail station. Current capacity is 153 parking spaces and the daily utilization rate is 100%.

12. Traffic backs up on Lynn Shore Drive in Lynn onto Humphrey Street in Swampscott. According to Swampscott officials the cause may be traffic operations at the signal at Lynn Shore Drive at Nahant Street in Lynn.

13. **There is substantial congestion and excessive truck traffic on Essex Street.** Essex Street is the only officially designated truck route in Swampscott. According to town officials, most of the trucks travel to/from the Aggregate Industries quarry on Danvers Road/Swampscott Road on the Swampscott/Salem border.

14. **There appear to be high levels of cut-through traffic between Route 1A (Paradise Road) and Route 129 (Humphrey Street).** The affected residential neighborhoods are along Walker Road and Farragut Road.

15. **Improve bicycle/pedestrian facilities.** There is a desire to add bicycle racks and storage lockers at the Swampscott commuter rail station. In addition, a rail-trail project has been proposed from the Marblehead line to Walker Road along the old Swampscott Branch. However, due to opposition by residential abutters, and that portions of the land are under ownership by electric utilities, it is uncertain whether the trail will ultimately be constructed.

This study's focus in Swampscott

Swampscott town officials asked CTPS to analyze concerns 12, 13, and 14 in this study. CTPS will also look into concern 11 to see whether recommendations can be made to relieve current parking pressures in the station area.

SALEM

(CTPS met with city officials at the Salem City offices, 19 October, 2004)

16. **Changes/improvements may be needed at Vinnin Square.** This location underwent major geometric and signal improvements in 2002. Some problems may still remain in terms of queuing, congestion, crashes, signal timing, and pedestrian operations.

17. **Intersection and signal improvements are needed at seven locations on Route 107 (Highland Avenue).** These desired improvements are listed in the Arterial section of Appendix A (Universe of Projects) in the current TIP.

18. **There are safety concerns at the Route 1A (Loring Avenue)/Canal Street/Jefferson Avenue intersection.** A traffic study by Vanasse Hangen Brustlin, Inc. (VHB), of Watertown, is under way for this area since a new CVS drug store is planned nearby. Improvements at this location are listed in the Arterial section of Appendix A (Universe of Projects) in the current TIP.

19. **There is congestion at the Route 1A (Loring Avenue)/Route 114 (Lafayette Street) intersection.** This location is at the northern end of the Salem State College campus.

20. **Congestion as well as problematic traffic operations exist at the Jefferson Avenue/Willson Street intersection.** This intersection is located in the vicinity of Salem High School and Salem Hospital.

21. **Extend the MBTA Blue Line from Lynn to Salem.** This is one of a number of alternatives considered in the current MBTA North Shore Transit Improvements study. It is listed in the Transit Expansion section of Appendix A (Universe of Projects) in the current TIP.

22. **Add a station in southern Salem on the Rockport/Newburyport commuter rail line.** This potential station is listed in the Transit Expansion section of Appendix A (Universe of Projects) in the current TIP.

This study's focus in Salem

Salem city officials asked CTPS to analyze concerns 16, 19, and 20 in this study. CTPS will also monitor concern 18 by contacting VHB periodically for updates on their traffic study.

APPENDIX C

AN INVENTORY OF EXISTING AND PLANNED TRANSPORTATION IMPROVEMENTS AND ECONOMIC DEVELOPMENT PROJECTS

AN INVENTORY OF EXISTING AND PLANNED TRANSPORTATION IMPROVEMENTS AND ECONOMIC DEVELOPMENT PROJECTS

INTRODUCTION¹

This study will ultimately propose transportation improvements for the Mid–North Shore Subregional Transportation Study area. These will be in response to local transportation concerns identified earlier in Task 2,² and will be developed and presented later in Task 5.

In order to develop appropriate improvements, it is important to be aware of all existing and planned transportation and economic development projects throughout the study area. By knowing the extent of planned economic development, accurate traffic forecasts can be established based on realistic future year growth assumptions. These traffic forecasts will subsequently be used to evaluate proposed transportation improvements. Also, by being aware of transportation projects under construction or planned, this study will develop improvements which fully complement and “mesh” with those already being implemented or committed to.

What follows in this memorandum are summaries, by community, of project information from the Boston Metropolitan Planning Organization’s 2005–2009 Transportation Improvement Program (TIP), available traffic studies, and local news sources. The information is also displayed graphically for the three study area communities.

To ensure consistency, transportation improvements and land use developments in the study area have been grouped into two categories by CTPS staff according to “near future commitment level.” These two categories are:

- “*Committed to*”: transportation improvements which are either underway, advertised, or funded in the current TIP, or land use developments which are currently being constructed or are imminent
- “*Considered*”: transportation improvements which have been suggested and which may be funded and/or shown in the current TIP “Appendix A (Universe of Projects),” or land use developments which are possible

An additional evaluation by CTPS staff of TIP projects only, according to high, medium, or low priority, is presented in Appendix C-1.

¹ [Appendices C and C-1 together were originally a CTPS memorandum, distributed on 14 April, 2005, to the Mid–North Shore Subregional Transportation Study Advisory Group, entitled “Task 3: An Inventory of Existing and Planned Transportation Improvements and Economic Development Projects.” The contents have been revised or updated where appropriate.]

² R. Sievert, “Task 2: An Inventory of Study Area Transportation Concerns,” CTPS memorandum, 14 February, 2005. [See Appendix B of this final report.]

LYNN (see Figure C-1)

Transportation Improvements

“Committed to” improvements:

1. Boston Street Bridge. This bridge between Lynn and Saugus over the Saugus River is scheduled to be replaced in FY 2005, according to the current TIP.³
2. Streetscape improvements. Lynn has received a state public works economic development grant to, among other downtown improvements, provide for new curbing, sidewalks, trees, fencing, and antique lighting.⁴
3. Route 107 (Western Avenue) improvements. This project was listed in the 2004–2008 TIP and began during FY 2004. It is a two-year project, and involves the reconstruction of Route 107 from the Fox Hill Bridge (over Saugus River) to Centre Street, including updating the signals at seven intersections.⁵

“Considered” improvements:

4. Extend the Blue Line from Wonderland to Lynn, possibly to Salem. State funds, as well as matching federal funds, are currently approved for this project. It is listed in the Transit Expansion section of Appendix A of the 2005–2009 TIP,⁶ and is one of the alternatives considered in the North Shore Transit Improvements Project.⁷
5. Create a commuter boat shuttle between Lynn and Boston. The intent of this shuttle would be to complement Blue Line service to Lynn, not to compete with it.⁸
6. Create a 10-mile rail trail between Malden and Lynn. The trail would run along the old Saugus Branch and would go through Malden, Everett, Saugus, Revere, and Lynn. It is listed in the Bicycle/Pedestrian section of Appendix A of the 2005–2009 TIP.⁹
7. Route 107 (Fox Hill) Bridge. This bridge between Lynn and Saugus over the Saugus River is listed in the 2007 bridge section of Appendix A of the 2005–2009 TIP.¹⁰
8. Traffic calming in residential neighborhoods. A number of residential neighborhoods in Lynn have expressed concern about cut-through traffic. Local residents have requested a lowering of the speed limit to 20 miles per hour on Bond Street, Casco Road, Church Street, Hilda Road, Grant Street, Ladd Hill Road, Parrott Road, Pleasant Street, Sagamore Street, Tracy Avenue, and York Road.¹¹

³ Boston MPO, 2005–2009 TIP, p. 3-15.

⁴ The Daily Item, “Lynn to receive \$830,000 grant for downtown improvements,” 11 August, 2004.

⁵ Boston MPO, 2004–2008 TIP, p. F-6; Boston MPO, 2005–2009 TIP, p. A-9; The Daily Item, “State-funded road project includes new entrance for GE plant,” 31 August, 2004.

⁶ Boston MPO, 2005–2009 TIP, p. A-35; Swampscott Reporter, “Blue Line extension to Lynn funded for \$246 million,” 5 August, 2004; The Daily Item, “Romney spares funding for Blue Line extension to Lynn,” 12 August, 2004.

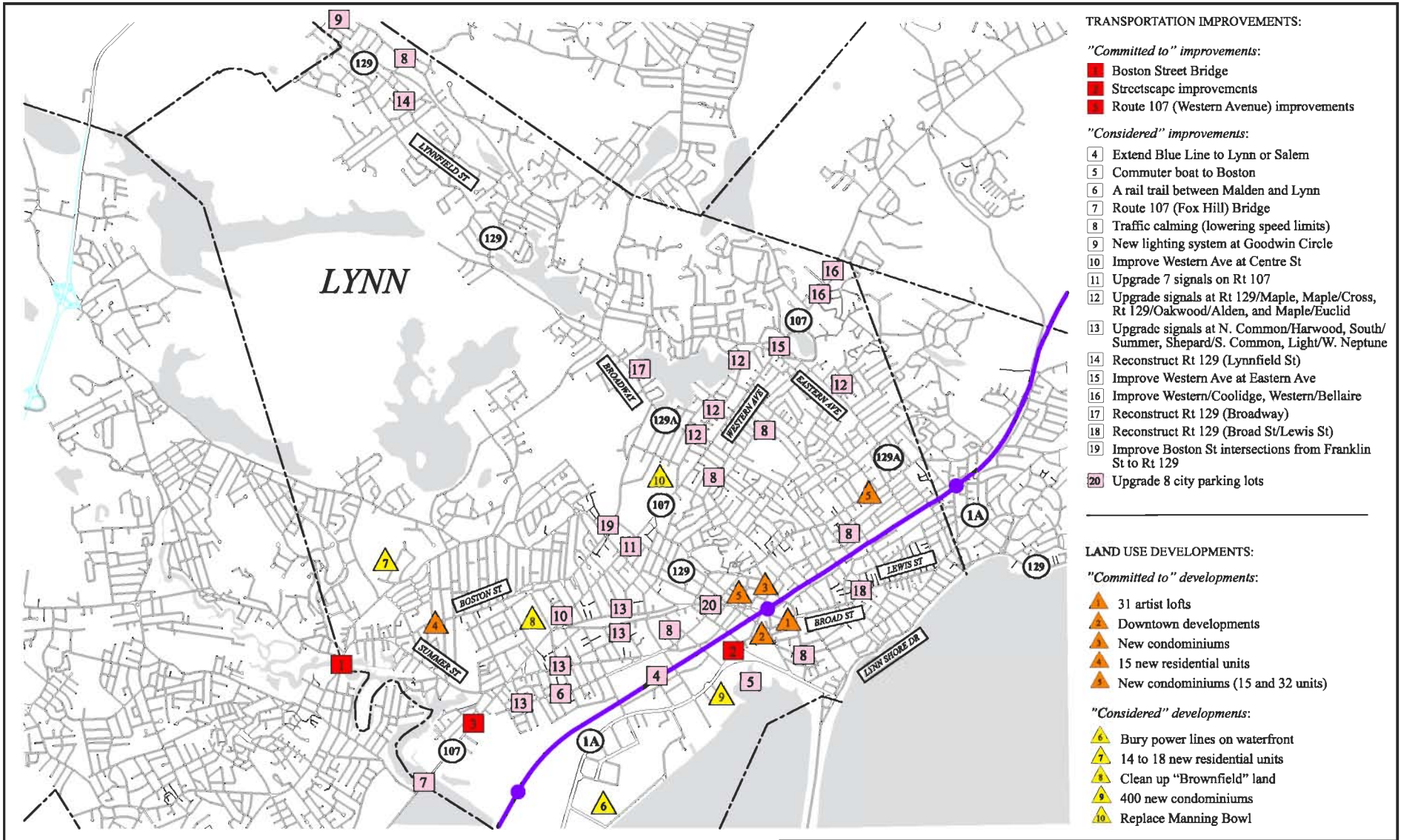
⁷ See www.mbta.com/projects_underway/nsti.asp (“North Shore Transit Improvements, Draft Environmental Impact Statement”)

⁸ RKG Associates, Inc., “Lynn Downtown Workshop,” 12 July, 2004.

⁹ Boston MPO, 2005–2009 TIP, p. A-29; North Shore Sunday, “Five North Shore communities rekindle push for bike path to sea,” 20 August, 2004.

¹⁰ Boston MPO, 2005–2009 TIP, p. A-33; The Daily Item, “State lists area bridges in need of repair work,” 31 August, 2004.

¹¹ The Daily Item, “Lynn traffic panel set to review speed limits, shortcut problem,” 17 January, 2005.



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FIGURE C-1
Lynn:
– Transportation Improvements
– Land Use Developments

9. Install a roadway lighting system at Goodwin Circle.¹²
10. Improve the intersection of Route 107 (Western Avenue) and Centre Street.¹³
11. Upgrade the signalization at seven locations on Route 107 (Western Avenue).¹⁴
12. Upgrade the signalization at Route 129 (Chestnut Street) and Maple Street; Maple Street and Cross Street; Route 129 (Eastern Avenue) and Oakwood Avenue and Alden Street; and, Maple Street and Euclid Avenue.¹⁵
13. Upgrade the signalization at North Common Street and Harwood Street; Shepard Street and South Common Street; Light Street and West Neptune Street; and, South Street and Summer Street.¹⁶
14. Reconstruct Route 129 (Lynnfield Street).¹⁷
15. Improve the intersection of Route 107 (Western Avenue) and Route 129 (Eastern Avenue).¹⁸
16. Improve the intersections at Route 107 (Western Avenue) and Coolidge Road, and Route 107 (Western Avenue) and Bellaire Avenue.¹⁹
17. Reconstruct Route 129 (Broadway).²⁰
18. Reconstruct Route 129 (Broad Street/Lewis Street).²¹
19. Improve the intersections on Boston Street from Franklin Street to Route 129.²²
20. Upgrade city parking lots. The eight city parking lots are in dire need of a facelift, particularly in response to increased development pressures, requiring additional parking, in downtown Lynn.²³

Land Use Developments

“Committed to” developments:

1. Artist lofts on Mount Vernon Street. The Lynn City Council has approved the development of artist lofts on 24–69 Mount Vernon Street. The \$5 million private development project will renovate unused warehouses into 31 artist live/work spaces, each about 1,000–1,500 square feet and selling for an average of \$225,000.²⁴
2. Downtown developments. An \$830,000 state public works economic development grant has been earmarked for various downtown Lynn improvements. Included among the improvements are the development of an office building at 31 Exchange Street, as well as

¹² Boston MPO, 2005–2009 TIP, p. A-4.

¹³ Ibid, p. A-8.

¹⁴ Ibid, p. A-8.

¹⁵ Ibid, p. A-9.

¹⁶ Ibid, p. A-9.

¹⁷ Ibid, p. A-9.

¹⁸ Ibid, p. A-9.

¹⁹ Ibid, p. A-9.

²⁰ Ibid, p. A-9.

²¹ Ibid, p. A-9.

²² Ibid, p. A-18.

²³ The Daily Item, “Lynn parking lots to get makeover,” 1 March, 2005.

²⁴ The Daily Item, “Lynn council approves Mount Vernon Street artist lofts development,” 28 July, 2004.

the extension of the Heritage Park Visitors Center on Washington Street to the LynnArts building at the corner of Union Street and Central Square.²⁵

3. Conversion of commercial space to condominiums. Lynn Investing in Community (LINC), a non-profit organization, is working with a private developer to renovate the former Gross Carpet building on Union Street. Included in the project will be new condominiums, townhouses, commercial space, as well as off-street parking for tenants.²⁶
4. Conversion of a former convalescent home to residential units. 15 homes are being constructed on the site of the former Tower Hill Convalescent Home.²⁷
5. Existing buildings converted to condominiums. Two downtown buildings are being converted to residential condominiums. 15 units will be built in the former Franklin Street firehouse near Willow Street, and 32 units are being built in the former Sloan Machine Building near Essex Street.²⁸

“Considered” developments:

6. Bury the power lines on Lynn’s southern waterfront. About \$14 million has been included in a state transportation bond bill for the purpose of burying the power lines, owned by New England Power, a subsidiary of National Grid. It is generally recognized that no development can occur on the more than 20 waterfront acres while the power lines remain elevated.²⁹
7. Conversion of a former nursing home to residential units. 14 to 18 homes are being considered on the site of the former Devlin Nursing Home near Curwin Circle.³⁰
8. Clean up about 23 acres of contaminated General Electric “Brownfield” land. The land and GE facility, situated at Federal Street at Route 107 (Western Avenue), has been unused since 1996. The land must be decontaminated before any kind of development can occur.³¹
9. 400 condominiums proposed for the north end of Lynn Harbor. The \$140 million project would be built on an eight-acre area, consisting of eight buildings, each six stories tall.³²
10. Replace Manning Bowl. It has been proposed that the existing 66-year old Manning Bowl football stadium, seating 16,000, should be torn down and replaced by a 6,000-seat multi-purpose sports facility. The stadium is located along Route 107 (Western Avenue), between Maple, Ford, and Locust Streets.³³

²⁵ The Daily Item, “Lynn to receive \$830,000 grant for downtown improvements,” 11 August, 2004.

²⁶ The Daily Item, “Gross housing count on the rise,” 28 August, 2004.

²⁷ The Daily Item, “Developer purchases Lynnway land,” 4 February, 2005.

²⁸ The Daily Item, “Developer buys old Lynn firehouse,” 26 November, 2004.

²⁹ Boston Globe (Globe North weekly section), “The power lines are drawn over Lynn waterfront revival,” 30 December, 2004.

³⁰ The Daily Item, “Lynn residents sound off on future of nursing home site,” 19 October, 2004.

³¹ Boston Globe (Globe North weekly section), “Selling of idle GE site pushed,” 19 December, 2004.

³² The Daily Item, “Lynn Harbor condo builder wants permits on fast track,” 6 January, 2005.

³³ The Daily Item, “Leading plan ID’d for Bowl,” 3 February, 2005.

SWAMPSCOTT (see Figure C-2)

Transportation Improvements

“Committed to” improvements:

1. A new fully-actuated traffic signal was recently installed at the intersection of Essex Street and Burpee Road. Included in the project were sidewalks, wheelchair ramps, and crosswalks.³⁴

“Considered” improvements:

2. As part of the mitigation for the new Swampscott High School, it is recommended that a new traffic signal be installed at the intersection of Essex Street and Burrill Street. It is also recommended that an exclusive left-turn lane be installed on the intersection’s westbound (Essex Street) approach.³⁵
3. Also part of the recommended mitigation for the new high school is an exclusive left-turn lane eastbound on Essex Street for vehicles entering the high school driveway. Improvements at this location should be augmented by (a) traffic control by a police officer during the high school traffic peak periods, or (b) a fully-actuated traffic control signal which would be activated primarily during the high school traffic peak periods.³⁶
4. Reconstruct Route 129 (Humphrey Street) from the Lynn city line to Puritan Road.³⁷
5. Resurface Route 129 (Humphrey Street) and install sidewalks.³⁸
6. Rehabilitate Atlantic Avenue from the Puritan Road/Route 129 (Humphrey Street) intersection to the Marblehead town line.³⁹
7. Resurface Essex Street from the Lynn city line to the Salem city line.⁴⁰
8. Repair and resurface Paradise Road.⁴¹
9. Use the existing community para-transit vehicle as a public shuttle to the Swampscott commuter rail station during morning and evening peak periods. The vehicle would continue to be used for elder services during the middle of the day.⁴²
10. Increase bicycle accessibility to the commuter rail station. This could include analyzing the suitability of existing roadway access routes as well as the potential for expanded use if the proposed rail trail along the old Swampscott Branch were constructed between the Marblehead town line and Walker Road. Also included could be improved bicycle infrastructure such as covered bicycle racks and storage lockers at the station.⁴³

³⁴ Greenman-Pedersen, Inc., “Traffic Impact and Access Study, Proposed Swampscott High School,” May 2003 and January 2004, p. 6/6.

³⁵ Ibid, p. 6/11.

³⁶ Ibid, p. 6/12.

³⁷ Boston MPO, 2005–2009 TIP, p. A-19.

³⁸ Ibid, p. A-20.

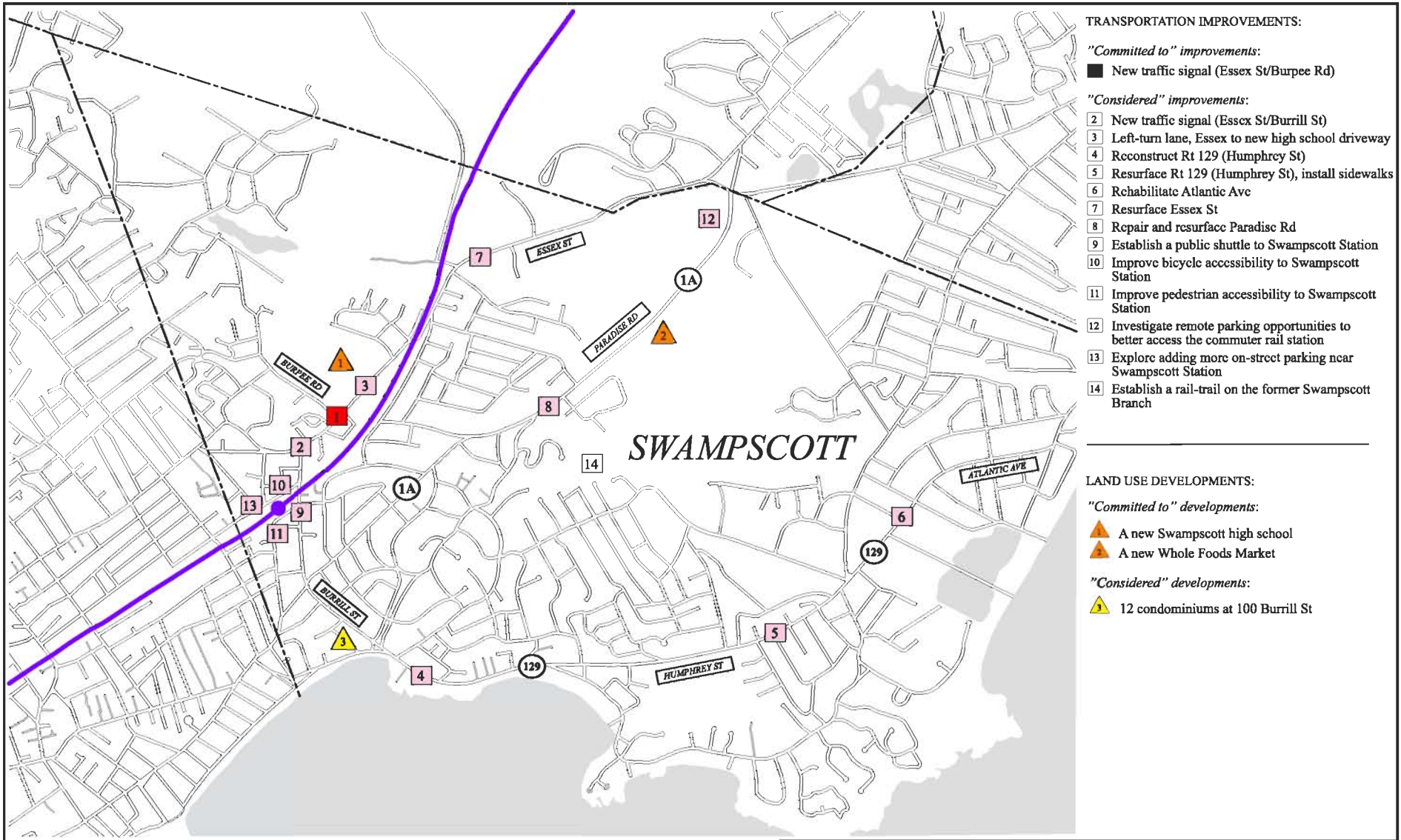
³⁹ Ibid, p. A-20.

⁴⁰ Ibid, p. A-23.

⁴¹ Swampscott Reporter, “Blue Line extension to Lynn funded for \$246 million,” 5 August, 2004.

⁴² C. Lewis, CTPS, “Transportation Element of the Executive Order 418 Study for Swampscott” (DRAFT report), 18 June, 2004, p. 1.

⁴³ Ibid, p. 1.



- TRANSPORTATION IMPROVEMENTS:**
- "Committed to" improvements:*
- New traffic signal (Essex St/Burpee Rd)
- "Considered" improvements:*
- 2 New traffic signal (Essex St/Burrell St)
 - 3 Left-turn lane, Essex to new high school driveway
 - 4 Reconstruct Rt 129 (Humphrey St)
 - 5 Resurface Rt 129 (Humphrey St), install sidewalks
 - 6 Rehabilitate Atlantic Ave
 - 7 Resurface Essex St
 - 8 Repair and resurface Paradise Rd
 - 9 Establish a public shuttle to Swampscott Station
 - 10 Improve bicycle accessibility to Swampscott Station
 - 11 Improve pedestrian accessibility to Swampscott Station
 - 12 Investigate remote parking opportunities to better access the commuter rail station
 - 13 Explore adding more on-street parking near Swampscott Station
 - 14 Establish a rail-trail on the former Swampscott Branch

- LAND USE DEVELOPMENTS:**
- "Committed to" developments:*
- ▲ A new Swampscott high school
 - ▲ A new Whole Foods Market
- "Considered" developments:*
- ▲ 12 condominiums at 100 Burrell St

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FIGURE C-2
Swampscott:
 – Transportation Improvements
 – Land Use Developments

11. Examine causes that may limit pedestrian accessibility to the station (e.g., lack of continuous sidewalks, dangerous road crossings).⁴⁴
12. Investigate remote parking opportunities (near existing retail) in conjunction with either para-transit or improved pedestrian accessibility to the commuter rail station.⁴⁵
13. Explore adding more on-street parking in the vicinity of the commuter rail station by designating resident-only parking areas and issuing parking stickers. Alternatively, the town could install long-term parking meters in these areas for use by town residents only.⁴⁶
14. Establish a bicycle/pedestrian rail-trail on the former Swampscott Branch. This trail would use the former rail right-of-way between the Marblehead town line and Walker Road. The project is uncertain due to opposition by abutters.⁴⁷

Land Use Developments

“Committed to” developments:

1. A new Swampscott high school. A new high school will be built on the site of the existing Jackson Park along Essex Street, between Burpee Road and The Greenway. The school is scheduled to open in the fall of 2007.⁴⁸
2. A new Whole Foods Market. A Whole Foods Market recently opened at 331 Paradise Road, formerly the site of Johnnie’s Foodmaster and Star Market.⁴⁹

“Considered” developments:

3. Convert an unused church into 12 condominiums at 100 Burrill Street. This development is a 40B project and has received state approval. It is waiting for review by the local Zoning Board of Appeals.⁵⁰

⁴⁴ Ibid, p. 1.

⁴⁵ Ibid, p. 1.

⁴⁶ Metropolitan Area Planning Council (for the Swampscott Community Development Plan Committee), “Swampscott Community Development Plan,” 2004, p. 6.

⁴⁷ Swampscott Reporter, “‘Rail Trail’ gets bad news,” 20 January, 2005.

⁴⁸ Swampscott Reporter, “High school ‘Plan A’ can be built for same tax increase,” 6 January, 2005.

⁴⁹ Swampscott Reporter, “Whole Foods Market to bring something different Wednesday,” 10 February, 2005.

⁵⁰ The Daily Item, “State gives OK to Swampscott condo proposal,” 6 January, 2005.

SALEM (see Figure C-3)

The majority of existing and proposed transportation improvements and development projects in Salem are located in the city's northern half. Part of that area, particularly the downtown district, is the focus of another current CTPS study. That study, The Transportation Improvement Study for Routes 1A, 114, and 107, and Other Major Roadways in Downtown Salem, seeks to improve traffic and pedestrian circulation in downtown Salem.

Although the bulk of transportation improvements and development projects in Salem listed below are outside the study area for this study and are presented for reference only, it is important to understand the total level of activity occurring throughout Salem. The focus of this study is the southern half of Salem, and the approximate "dividing line" between the two study areas runs east-west, north of Route 107 (Highland Avenue) at Willson Street and north of Route 1A (Loring Avenue) at Route 114 (Lafayette Street) and West Avenue.

Transportation Improvements

"Committed to" improvements:

1. The Salem Bypass. The state has committed to building a two-lane, \$15.6 million, one-mile long roadway along North River between the Veterans Memorial Bridge and downtown Salem, bypassing Route 1A (Bridge Street). Work began during 2005.⁵¹
2. Reconstruct Route 114 (North Street) from the Peabody city line to Bridge Street. This reconstruction is scheduled for FY 2005, according to the current TIP.⁵²
3. Reconstruct Route 1A (Bridge Street) from the Veterans' Memorial Bridge to Washington Street. This reconstruction is scheduled for FY 2006, according to the current TIP.⁵³
4. Make intersection improvements at seven locations on Route 107 (Highland Avenue), including installing traffic signals. The seven locations are: Walmart (just south of Clark Street), Old Village Drive, Barnes Road and Ravenna Avenue, Swampscott Road, Marlborough Road and Traders' Way, Hawthorne Plaza and Pep Boys Plaza, and Willson Street.⁵⁴ [*These locations are in the Mid-North Shore Subregional Transportation Study area.*]

"Considered" improvements:

5. A new commuter rail station parking facility. The MBTA, in partnership with the state's Division of Capital Asset Management, plans to build a \$23 million, 1,000-car parking garage on the site of the existing commuter parking lot.⁵⁵

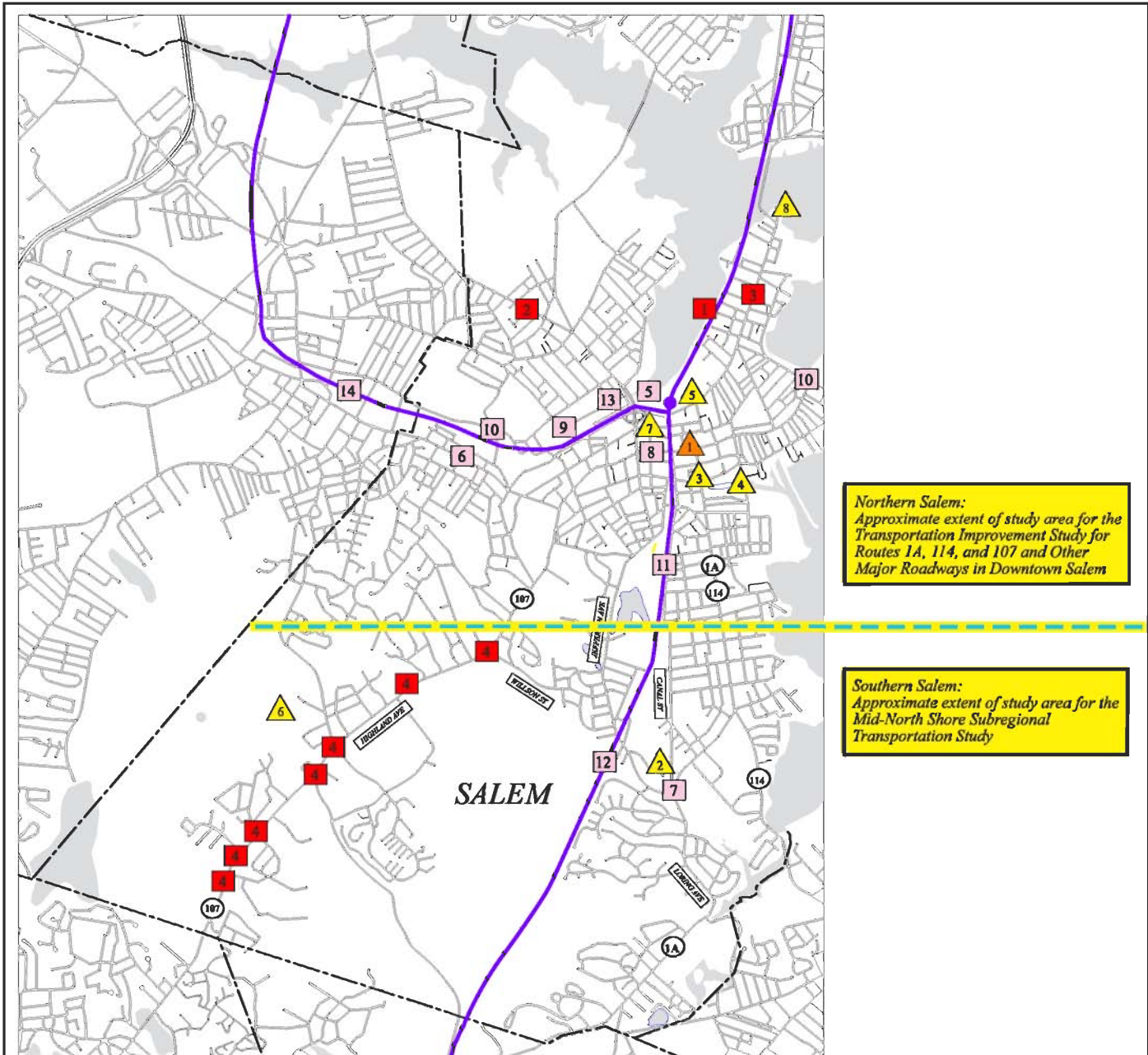
⁵¹ The Salem News, "State urged to proceed with Salem bypass plans," 7 December, 2004; Boston MPO, 2002–2007 TIP, p. 3-26.

⁵² Boston MPO, 2005–2009 TIP, p. 3-17.

⁵³ Ibid, p. 4-12.

⁵⁴ Ibid, p. A-12.

⁵⁵ Boston Globe (Globe North weekly section), "Scant space at T lots — More parking planned for commuter rail," 27 February, 2005.



Northern Salem:
 Approximate extent of study area for the Transportation Improvement Study for Routes 1A, 114, and 107 and Other Major Roadways in Downtown Salem

Southern Salem:
 Approximate extent of study area for the Mid-North Shore Subregional Transportation Study

TRANSPORTATION IMPROVEMENTS:

"Committed to" improvements:

- The Salem Bypass
- Reconstruct Route 114 (North Street)
- Reconstruct Route 1A (Bridge Street)
- Make intersection improvements at seven locations on Route 107 (Highland Ave)

"Considered" improvements:

- 5 Construct a new commuter rail station parking facility
- 6 Reconstruct and widen Boston Street
- 7 Make safety improvements at Route 1A (Loring St) at Jefferson Ave and Canal Street
- 8 Reconstruct Essex Street from a pedestrian mall to a through street
- 9 Connect Commercial Street to Tremont Street and Mason Street
- 10 Construct the Salem Trail, Phases 1 and 2 (a bicycle/pedestrian trail)
- 11 Extend the Blue Line from Wonderland, via Lynn and Swampscott, to Salem
- 12 Add a commuter rail station in southern Salem

- 13 Beverly/Salem transportation project, Phases 4 and 6

- 14 Extension of commuter rail service to Peabody and Danvers

LAND USE DEVELOPMENTS:

"Committed to" developments:

- ▲ 22 new single rooms in the closed St Mary Italian Parish

"Considered" developments:

- ▲ A new CVS drug store
- ▲ Convert church property to mixed-use development
- ▲ 38 new condominiums on the waterfront
- ▲ Develop the former Salem Jail
- ▲ 148 single-family homes have been proposed off Marlborough Road
- ▲ Salem Courthouse renovation
- ▲ Conversion of old bridge abutment to park/recreation area

CTPS

*Mid-North Shore Subregional
 Transportation Study*



FIGURE C-3

Salem:

- Transportation Improvements
- Land Use Developments

6. Reconstruct and widen Boston Street from Route 107 (Bridge Street) to the Peabody city line.⁵⁶
7. Make safety improvements at the intersection of Route 1A (Loring Avenue) and Canal Street and Route 1A (Loring Avenue) and Jefferson Avenue. This location is being studied by Vanasse Hangen Brustlin, Inc., as part of a traffic study for a proposed CVS drug store.⁵⁷ [*This location is in the Mid–North Shore Subregional Transportation Study area.*]
8. Reconstruct Essex Street to convert it from a pedestrian mall to a through street.⁵⁸
9. Connect Commercial Street to Tremont Street and Mason Street.⁵⁹
10. Construct the Salem Trail, Phases 1 and 2 (a bicycle and pedestrian trail).⁶⁰
11. Extend the Blue Line from Wonderland, via Lynn and Swampscott, to Salem. It is one of the alternatives considered in the North Shore Transit Improvements Project.⁶¹
12. Add a station in southern Salem on the Rockport/Newburyport commuter rail line.⁶² [*This location is in the Mid–North Shore Subregional Transportation Study area.*]
13. Beverly/Salem transportation project, Phases 4 and 6.⁶³
14. Extend commuter rail service to Peabody and Danvers.⁶⁴

Land Use Developments

“Committed to” developments:

1. The Salem Mission will build 22 single rooms in the old rectory and an apartment building at the closed St Mary Italian Parish in downtown Salem. The projected cost, \$1.5 million, is a mix of state funding and federal housing tax credits.⁶⁵

“Considered” developments:

2. A new CVS drug store. This drug store will be built near the intersection of Route 1A (Loring Avenue), Canal Street, and Jefferson Avenue. [*This location is in the Mid–North Shore Subregional Transportation Study area.*]
3. Possible conversion of church property to mixed-use development. A downtown 2.5-acre parcel on Lafayette Street, which includes a church, rectory, school, and convent, may be converted to affordable housing, a community center, and/or office space.⁶⁶

⁵⁶ Ibid, p. A-19.

⁵⁷ Ibid, p. A-19.

⁵⁸ Ibid, p. A-19.

⁵⁹ Ibid, p. A-21.

⁶⁰ Ibid, p. A-29.

⁶¹ Ibid, p. A-35.

⁶² Ibid, p. A-36.

⁶³ Salem officials, 2005.

⁶⁴ Ibid.

⁶⁵ Boston Globe (Globe North weekly section), “State funds to help finance nearly 100 housing units,” 9 January, 2005.

⁶⁶ Boston Globe (Globe North weekly section), “Church site options include housing,” 19 December, 2004.

4. 38 condominiums may be built on the Salem waterfront. The private development would be a six-story building with parking underground, at the site of a former gas station along South River. The possible completion date is the fall of 2006.⁶⁷
5. The former Salem Jail to be developed. A number of options have been proposed to develop the former downtown jail into condominiums, a multicultural center, museum, restaurant, or hotel. The jail, closed in 1991, is four stories high and covers 32,000 square feet of floor space.⁶⁸
6. 148 single-family homes proposed off Marlborough Road. This subdivision would be built on 160 acres of woods, wetlands, and wilderness stretching from Route 107 (Highland Avenue) to the Peabody line. The two proposed exits for the housing development would be at Marlborough Road and at Barcelona Avenue.⁶⁹ [*This location is in the Mid-North Shore Subregional Transportation Study area.*]
7. Renovate the Salem Courthouse.⁷⁰
8. Convert the old bridge abutment to a park/recreation area.⁷¹

⁶⁷ The Salem News, "Salem condo developer going underground for parking," 10 January, 2005.

⁶⁸ Boston Globe (Globe North weekly section), "Salem hopes to lock up sale of jail," 23 January, 2005.

⁶⁹ The Salem News, "Salem residents blast DiBiase's 148-home plan," 21 January, 2005.

⁷⁰ Salem officials, 2005.

⁷¹ Ibid.

APPENDIX C-1

STATUS OF 2005–2009 TIP PROJECTS IN THE STUDY AREA:

- **EXPECTED TO BE IMPLEMENTED**
- **HIGH PRIORITY**
- **MEDIUM PRIORITY**
- **LOW PRIORITY**

STATUS OF 2005–2009 TIP PROJECTS IN THE STUDY AREA

PROJECTS EXPECTED TO BE IMPLEMENTED IN 2005:

Lynn (refer to Appendix C, Figure C-1)

- Boston Street Bridge (#1)
- Route 107 (Western Avenue) improvements (#3)

Salem (refer to Appendix C, Figure C-3)

- The Salem Bypass (#1)
- Reconstruct Route 114 (North Street) from the Peabody city line to Bridge Street (#2)
- Reconstruct Route 1A (Bridge Street) from the Veteran’s Memorial Bridge to Washington Street (#3)

Most of the projects listed in the 2005–2009 TIP are not scheduled for implementation in the current fiscal year or in the immediate future. However, CTPS staff has evaluated each project according to a number of factors, and has also given a designation of high, medium, or low priority to each. The factors used to evaluate the projects are transportation-related (current roadway condition; safety; mobility) and other (community impacts; land use; economic development; environmental).¹

PROJECTS WITH HIGH-PRIORITY EVALUATION:

Lynn (refer to Appendix C, Figure C-1)

- Install a roadway lighting system at Goodwin Circle (#9)

PROJECTS WITH MEDIUM-PRIORITY EVALUATION:

Lynn (refer to Appendix C, Figure C-1)

- Create a 10-mile rail trail between Malden and Lynn (#6)
- Improve the intersection of Route 107 (Western Avenue) and Centre Street (#10)
- Upgrade the signalization at seven locations on Route 107 (Western Avenue) (#11)
- Upgrade the signalization at Route 129 (Chestnut Street) and Maple Street; Maple Street and Cross Street; Route 129 (Eastern Avenue) and Oakwood Avenue and Alden Street; and, Maple Street and Euclid Avenue (#12)
- Upgrade the signalization at North Common Street and Harwood Street; Shepard Street and South Common Street; Light Street and West Neptune Street; and, South Street and Summer Street (#13)
- Reconstruct Route 129 (Lynnfield Street) (#14)
- Improve the intersection of Route 107 (Western Avenue) and Route 129A (Eastern Avenue) (#15)

¹ For additional information on the TIP evaluation process, see CTPS, “The Transportation Improvement Program (TIP) Process at the Boston Region Metropolitan Planning Organization: An Instructional Handbook for Project Proponents,” 2005. This, and additional information is accessible on the Boston MPO website: (www.ctps.org/bostonmpo/resources/tip/2005TIPHandbook.pdf)

- Improve the intersections at Route 107 (Western Avenue) and Coolidge Road, and Route 107 (Western Avenue) and Bellaire Avenue (#16)
- Reconstruct Route 129 (Broadway) (#17)
- Reconstruct Route 129 (Broad Street/Lewis Street) (#18)
- Improve the intersections on Boston Street from Franklin Street to Route 129 (#19)

Swampscott (refer to Appendix C, Figure C-2)

- Reconstruct Route 129 (Humphrey Street) from the Lynn city line to Puritan Road (#4)
- Resurface Route 129 (Humphrey Street) and install sidewalks (#5)
- Rehabilitate Atlantic Avenue from the Puritan Road/Route 129 (Humphrey Street) intersection to the Marblehead town line (#6)

Salem (refer to Appendix C, Figure C-3)

- Make intersection improvements at seven locations on Route 107 (Highland Avenue), including installing traffic signals (#5)
- Reconstruct and widen Boston Street from Route 107 (Bridge Street) to the Peabody city line (#6)
- Make safety improvements at the intersection of Route 1A (Loring Avenue) and Canal Street and Route 1A (Loring Avenue) and Jefferson Avenue (#7)
- Reconstruct Essex Street to convert it from a pedestrian mall to a through street (#8)
- Construct the Salem Trail, Phases 1 and 2 (#10)

PROJECTS WITH LOW-PRIORITY EVALUATION:

Swampscott (refer to Appendix C, Figure C-2)

- Resurface Essex Street from the Lynn city line to the Salem city line (#7)

Salem (refer to Appendix C, Figure C-3)

- Connect Commercial Street to Tremont Street and Mason Street (#9)