Route 28 Bicycle and Pedestrian Corridor
Friends of the Salem Bike Ped Corridor

Route 28 Bicycle and Pedestrian Project
“For everyone, everyday”

“Thou shall not use Town funds”
This is a primary premise of our organizational efforts. This is what guides our scheduling, resources and methods. In a perfect world this gets done in one rapid project. However, following this premise we work within the resources we have and move forward to seize opportunities as they arise.

Why are we here?
1. Project Update: Iron Horse project
2. Request Board to Authorize Town Manager to sign contract
3. $25,000 donation

What is the Salem Bicycle and Pedestrian Corridor Project?
The Salem Bicycle and Pedestrian Corridor Project is a means to provide everyone safe alternatives to motor vehicles along the Route 28 corridor for multi-purpose uses such as walking or cycling to work, school, shopping, and activities that are beyond the typical recreational use. The five-mile rail trail, adjacent to Route 28 on the west side, is a principal component of an overall transportation approach. A common mistake of highway planning is to leave bicycle and pedestrian opportunities to the back burner. Our intent is to bring these issues to the forefront and incorporate these plans into a larger plan. Essentially we view this project as an opportunity for everyone, everyday
How would the design and construction of the bike-ped corridor be paid for?

With a grant Salem raised $131,000 to design the project. The Community Development Office has secured a grant for $910,000 from the Transportation Enhancements program for the northern section of the trail between Range Road to the North and the intersection of Old Rockingham Road and Route 28 to the South. Additional funds will result from donations. For the remainder of the trail we are working with Iron Horse Preservation Society as described in the next slide.

I hear that the Town is exploring an option to work with a company to salvage the trail materials in lieu of trail construction. What is that all about?

The Town has procured a contractor, Iron Horse Preservation Society (IHPS), to provide trail construction services in lieu of the salvage value of the rail. The project will establish a stable and compacted asphalt bed rail trail. The selected contractor will be responsible for conducting all necessary salvage operations and prepare a sufficient compacted asphalt base to provide safe and effective travel to walkers and cyclists as designed by the Town. No monetary payment will be made to the contractor other than the available salvage on site. The Town negotiated a unique first in the State agreement with the State to allow the salvage to be provided to the contractor. The Salvage value and extent of trail development will be mutually determined in advance of the construction. IHPS is a nationwide contractor specifically performing these projects throughout the country. Please follow this link to their website: http://www.ironhorsepreservation.org/

Why work on this project when the trains are coming back to Salem?

The chance of commuter or freight rail service being restored on the former B&M Manchester to Lawrence rail corridor is unlikely for the foreseeable future. Feasibility studies are always being conducted but the facts and finances make this option impractical for 20 years, maybe more. Meanwhile, let’s use the corridor for alternative, non-polluting transportation and recreation, lets keep the rail track intact for this use – for everyone, everyday.

Would motorized vehicles be allowed on the bike-ped corridor?

Only motorized vehicles for the disabled such as wheelchairs. The proposed bike-ped corridor is likely to have bollards or gates at each road crossing to prevent motorized vehicles from entering the corridor. The bollards or gates will have keys so that the bollards can be removed for access by authorized vehicles from the Police Department, Fire Department and Public Works Department.
Are there wetlands along the corridor project and what will be the project’s effect on wetlands?

We have completed maps for wetland resource areas along the rail corridor and adjacent to possible routes. Our objective is to create a minimal impact on both wetlands and drainage. As we are mapping and conducting field work we intend to identify areas where drainage could be improved. In some case we see the potential to solve problems and create better environmental quality.

A survey was conducted over a two-week period in October of 2008. We mailed over 2,800 cards to households near the project area. There were 237 responses logged into the online survey and 24 responses on paper surveys. The following represents the online results.

**Four choices for non-motorized uses**

**Top Five:**
1. Walking
2. Cycling
3. Running Jogging
4. Dog Walking
5. To Shopping

**How often would you use the corridor …..**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>25.7%</td>
</tr>
<tr>
<td>Weekly</td>
<td>38.7%</td>
</tr>
<tr>
<td>Monthly</td>
<td>12.2%</td>
</tr>
<tr>
<td>Season</td>
<td>15.1%</td>
</tr>
<tr>
<td>Never</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

Answered question: 237

**Corridor Survey**

Survey conducted over a two-week period in October of 2008. Mailed over 2,800 cards to households near the project area. 237 responses logged into the online survey and 24 responses on paper surveys. The following represents the online results.
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In your own words #14.....

Comments

75 Total comments

- 45 Positive supportive
- 19 Ideas, needs, design
- 15 Abutters concerns, priorities, not supportive

Comments available with survey

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Funding Sources and Uses by Phase

<table>
<thead>
<tr>
<th>Segment</th>
<th>Area Covered</th>
<th>Phase and Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depot</td>
<td>Willow Street to Route 87</td>
<td>1st Phase to be done by the N.H. Bee Funding required.</td>
</tr>
<tr>
<td>Rte 28 and Old Rockingham</td>
<td>Old Rockingham Road to Willow Street</td>
<td>1st Phase to be done by the N.H. Bee Funding required.</td>
</tr>
<tr>
<td>Tuscan</td>
<td>Route 87/Broad to Old Rockingham Boulevard</td>
<td>1st Phase to be done by the N.H. Bee Funding required.</td>
</tr>
<tr>
<td>Old Rockingham to Willow</td>
<td>Willow Street to Route 87</td>
<td>1st Phase to be done by the N.H. Bee Funding required.</td>
</tr>
<tr>
<td>Willow to Train Station</td>
<td>Route 87/Broad to Old Rockingham Boulevard</td>
<td>1st Phase to be done by the N.H. Bee Funding required.</td>
</tr>
</tbody>
</table>

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Phase One "A" - Iron Horse / Tuscan

Old Rockingham to Willow – Willow to Train Station

Phase One "A" - Iron Horse / Tuscan

Old Rockingham to Willow – Willow to Train Station
Phase One “B” - Iron Horse

Cluff Rd

Segment by Iron Horse

Kelly Rd

Cluff to Kelly

Phase One “C” – Iron Horse

Kelly Rd

Segment by Iron Horse

Hampshire Rd

Kelly to Hampshire Road

Phase One “C” – Iron Horse

Kelly to Hampshire Road

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**Phase Two – TE Grant**

Old Rockingham Rd at 28 to Windham

**Phase Three – Future Grants**

Depot to Cluff
**Route 28 Bicycle and Pedestrian Corridor**

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<table>
<thead>
<tr>
<th>Intersection</th>
<th>Initial Proposal</th>
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</thead>
<tbody>
<tr>
<td>Range Road</td>
<td>Work with City of Boston for design for 12 grant sections.</td>
</tr>
<tr>
<td>Old Buckingham Rd</td>
<td>Pedestrian-activated traffic signal in place; crosswalks required for Old Buckingham Road Crosswalk.</td>
</tr>
<tr>
<td>Dorset Intersection</td>
<td>Pedestrian-activated traffic signal in place; crosswalks required for Route 28 crossing.</td>
</tr>
<tr>
<td>Area Track Crossing</td>
<td>Crossing will occur at a common location; the crossing will be shared. The section of the track adjacent to the Riverfront Trail will not be done in this phase.</td>
</tr>
<tr>
<td>Aspin Hill Avenue</td>
<td>Pedestrian-activated traffic signal in place; crosswalks required for the joint.</td>
</tr>
<tr>
<td>Iron Horse Employment</td>
<td>We hire veterans as much as possible because the military instills team work, accountability, and a desire for accomplishing goals, no matter the obstacle. The traits stated before are all prerequisites for being a part of our team. Our veterans selfless service warrants a good paying job.</td>
</tr>
<tr>
<td>All wages paid to staff are good, and enhance each team member’s financial freedom. Employee earnings are paid by the liquidation of railroad materials. We do not receive or seek government assistance employing staff or other members.</td>
<td></td>
</tr>
<tr>
<td>• Responsive to local citizenry needs</td>
<td></td>
</tr>
<tr>
<td>• Supply as much assistance to municipalities as required</td>
<td></td>
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</table>

**Iron Horse Teamwork**

Iron Horse Preservation is only successful if each rails to trails member attains their goals. It takes the cooperation of many parties to complete a Rail to Trail project. This idea of success is evident from the individual pushing the documentation through their municipality to the man swinging the sledge hammer. Sure, the men wearing the fluorescent green shirts pull the spikes and cut the bolts, but making the idea of a rail trail a reality takes the cooperation of everyone involved.

**Iron Horse Success**

Iron Horse Preservation Society only achieves success by making positive impacts with the communities where our trails are built. We take into consideration the opinions of all citizenry and respect the sanctity of private property. We understand the concerns of dismantling a rail line and building a trail, but this process is beneficial for the community as a whole.

• Cooperate with owners and businesses living adjacent to trail
• Genuinely care about communities.
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<table>
<thead>
<tr>
<th>1. Utility Coordination</th>
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<tbody>
<tr>
<td>2. Wetlands and Waterways</td>
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<tr>
<td>3. Track area brush clearing</td>
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<tr>
<td>4. Debris and non-salvage material disposal</td>
</tr>
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<td>5. Removal of Spikes and Bolts</td>
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<tr>
<td>6. Rail and Other Track Material (OTM) Steel removal</td>
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<tr>
<td>7. Tie Removal</td>
</tr>
<tr>
<td>8. Site Restoration</td>
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<tr>
<td>9. Trail Development</td>
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<tr>
<td>10. Street Crossings</td>
</tr>
</tbody>
</table>

**Iron Horse**

**Typical Project Sequence**

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A typical abandonment with debris covering the track, and weeds growing around the roadbed.

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Spikes and tie plates have been removed from track. Water Truck standing by for torching operations to begin on the bolts that connect all the rails together.

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The Nordco Superclaw, it quickly and efficiently pulls spikes allowing the railroad track to be moved for cutting.
Torching fasteners at a switch turnout. Firewatch stands-by with “water buffalo” to assure safe operations.

Ties have been dug and removed from the track bed. They have then been sorted and bundled, ready for shipment. All tie material is removed from the site and the disposition is documented.

Right of Way left clean, environmentally sensitive area undisturbed, and all potentially hazardous tie material is removed.

Once the roadbed is smoothed out the foreman analyses whether or not there is enough gravel to support a trail. Attention is then paid to the drainage system to ensure that the trail will not be washed out by seasonal precipitation.
The new surface begins to be put in place in Methuen. This is a demonstration of how a trail in progress is kept clean of debris. At the same time the roadbed is being prepped for the construction process. A backhoe is brought in to clean out clogged culverts, and assess if any additional drainage is necessary for the future trail to stay intact.

The trail in Wenham has come a long way, as shown above the gravel path has been nicely compacted.