

July 23, 1999

# State informs city the work on road design has resumed

To: Honorable Stanley J. Usovicz Jr.  
Mayor, City of Salem  
City Hall  
Salem, MA 01970

Dear Mayor Usovicz:

I am in receipt of your June 17, 1999 letter relaying the agreement within the City's administration to proceed with the development of the Bridge Street By-pass project.

**In their  
own words**

As you know, MassHighway placed this project on hold while awaiting consensus on the part of the city. Since that time, we have also received support to proceed with the design as recently proposed, bisecting the old Parker Brothers property, from Representative Michael Ruane, the Salem Chamber of Commerce, and counsel for the developers of the Parker Brothers site. Due to this growing support and the need to complete this project, which has received a substantial investment from the Commonwealth, the design consultant has been instructed to resume the design.

The city is reminded that due to the public process and expenditure that the project has experienced since its inception, this de-

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that the project has  
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modification.*

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sign will proceed with little modification. To deviate from the design will only add additional process, time and cost to this project. Therefore, any additional expenses incurred due to further requests from the city to deviate from this requested design must be borne by the city if any changes are to be considered.

I trust that this addresses your concerns. I look forward to the successful completion of this project which will enhance access to downtown Salem and create the positive urban design experience for the city, as referred to in your letter.

Kevin J. Sullivan, Secretary  
Executive Office of Transportation  
and Construction  
Boston

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THE BYPASS-CONNECTOR ROAD 2000 CITY OF SALEM MA.,,

A The ByPass-Connector Road begins on the pinnacle of the Veterans Memorial Bridge, moving forward, approximately, a half mile, more or less, to the junction of Grove St., and Harmony Grove Road, a two and a half minute drive to downtown Peabody, from that point, on.

Bypassing, along the way:

28 side street intersections on upper Bridge St.,  
The Washington St., and North St., Overpass,  
Entrance to the MBTA., Parking Lot, and train stop,  
The 9 lane traffic junction, at Boston, Bridge, and Goodhue Sts.,  
The high traffic corridors on Boston St., and Main St., Peabody

B Several thousand motor vehicles coming down from Beverly, day to day, bound for Peabody, Rts., 114, or 128, will early learn to take the ByPass Route on the top of the bridge,

Significantly reducing the traffic flow,  
in both directions, on Bridge St., and the  
heavy traffic corridors of Boston St.,  
and Main St., in Peabody, by 40 to 50%.

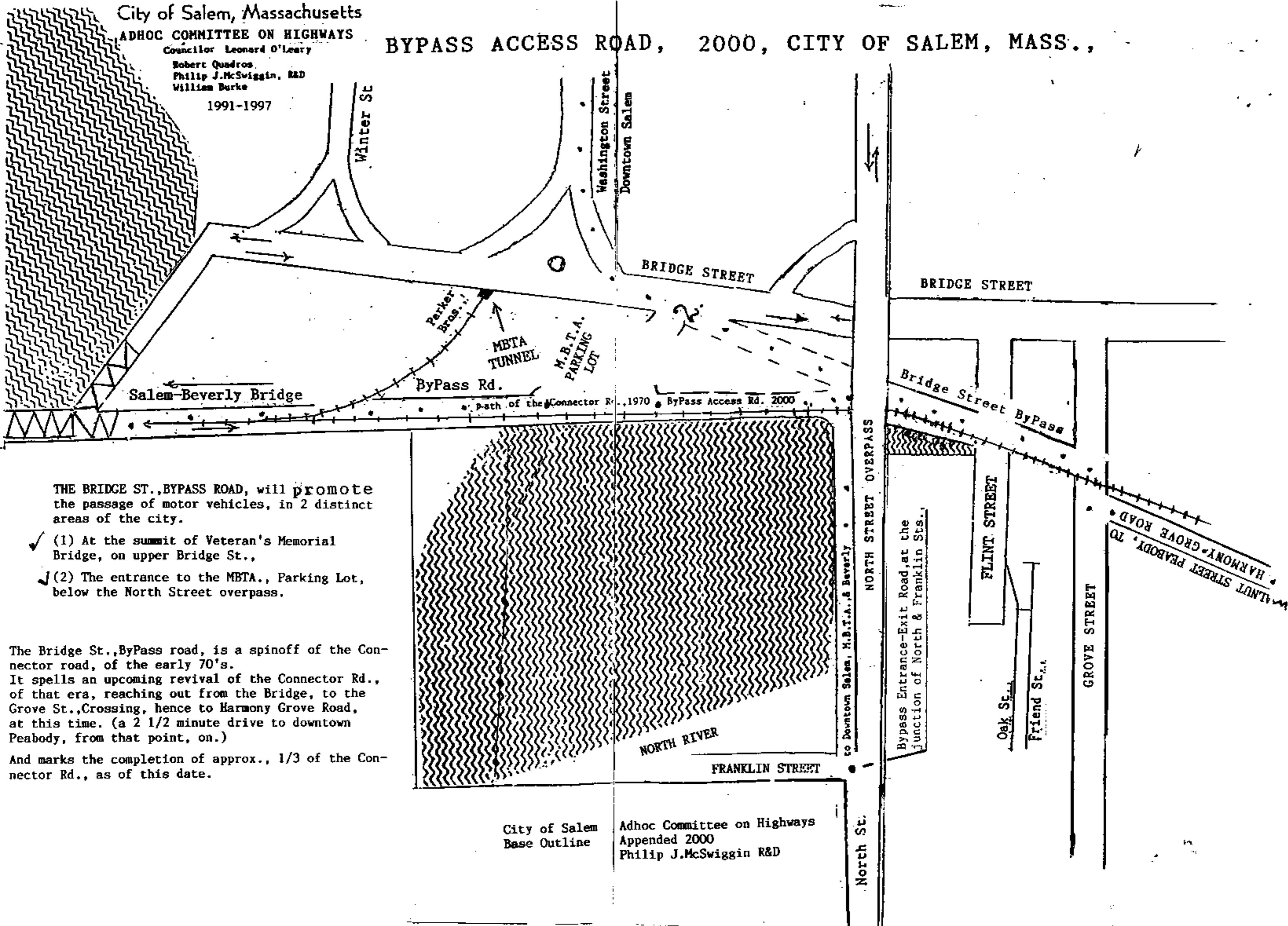
REROUTING 114, TO REDUCE THE  
TRAFFIC FLOW ON NORTH STREET

C Construction of the ByPass-Connector Road, at this time, could spell the reemergence of a transportation plan of the early 90's., which will provide for a diversion of the Rt., 114, volumn of traffic, coming down on top of Margin St., in Peabody, and North St., in Salem, (Wards 6 and 2), day to day, to a westerly direction, along Central St., to Walnut St., and Harmony Grove Road, to a ByPass Terminus, at the junction of Harmony Grove Rd., and Grove St., adjacent to the railroad line, barely more than a one and a half minute drive, from that point on, to Washington St., downtown, Salem.

AND THERE IS MORE.....

Motor vehicles moving South, on North Street, will encounter a ByPass-Connector Access Road, at the junction of North and Franklin Sts., at the peak of the North St., Overpass, leading down to the MBTA., Parking Lot, Commuter Rail, downtown Salem, and the city of Beverly.

BYPASS ACCESS ROAD, 2000, CITY OF SALEM, MASS.,



THE BRIDGE ST., BYPASS ROAD, will promote the passage of motor vehicles, in 2 distinct areas of the city.

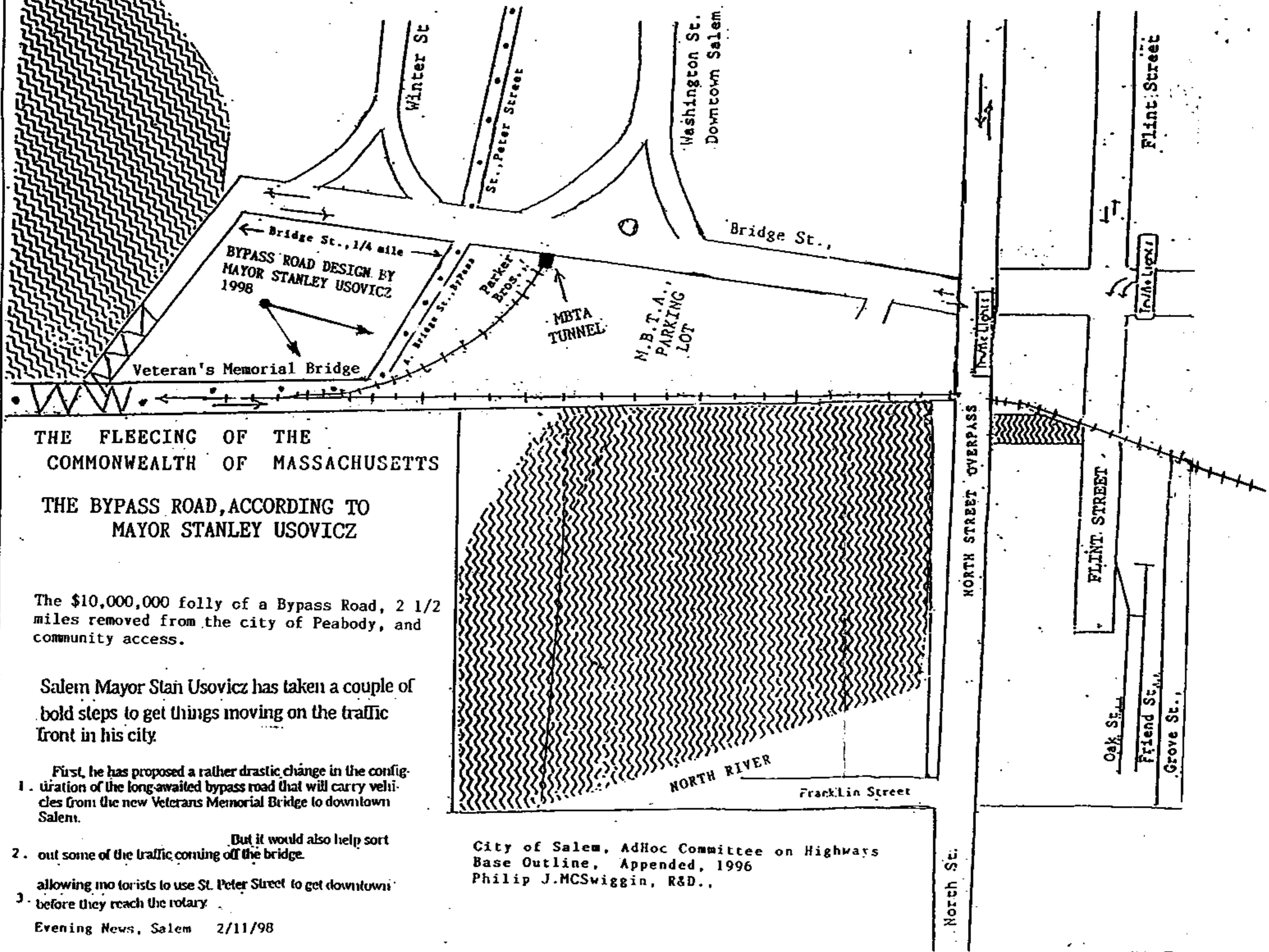
- ✓ (1) At the summit of Veteran's Memorial Bridge, on upper Bridge St.,
- ✓ (2) The entrance to the MBTA., Parking Lot, below the North Street overpass.

The Bridge St., ByPass road, is a spinoff of the Connector road, of the early 70's. It spells an upcoming revival of the Connector Rd., of that era, reaching out from the Bridge, to the Grove St., Crossing, hence to Harmony Grove Road, at this time. (a 2 1/2 minute drive to downtown Peabody, from that point, on.)

And marks the completion of approx., 1/3 of the Connector Rd., as of this date.

City of Salem  
Base Outline

Adhoc Committee on Highways  
Appended 2000  
Philip J. McSwiggin R&D



THE FLEECING OF THE  
 COMMONWEALTH OF MASSACHUSETTS

THE BYPASS ROAD, ACCORDING TO  
 MAYOR STANLEY USOVICZ

The \$10,000,000 folly of a Bypass Road, 2 1/2 miles removed from the city of Peabody, and community access.

Salem Mayor Stan Usovicz has taken a couple of bold steps to get things moving on the traffic front in his city.

First, he has proposed a rather drastic change in the configuration of the long-awaited bypass road that will carry vehicles from the new Veterans Memorial Bridge to downtown Salem.

2. out some of the traffic coming off the bridge.
- allowing motorists to use St. Peter Street to get downtown before they reach the rotary.

Evening News, Salem 2/11/98

City of Salem, AdHoc Committee on Highways  
 Base Outline, Appended, 1996  
 Philip J. MCSwigin, R&D.,

City of Salem, Massachusetts

ADHOC COMMITTEE ON HIGHWAYS

Councillor Leonard O'Leary

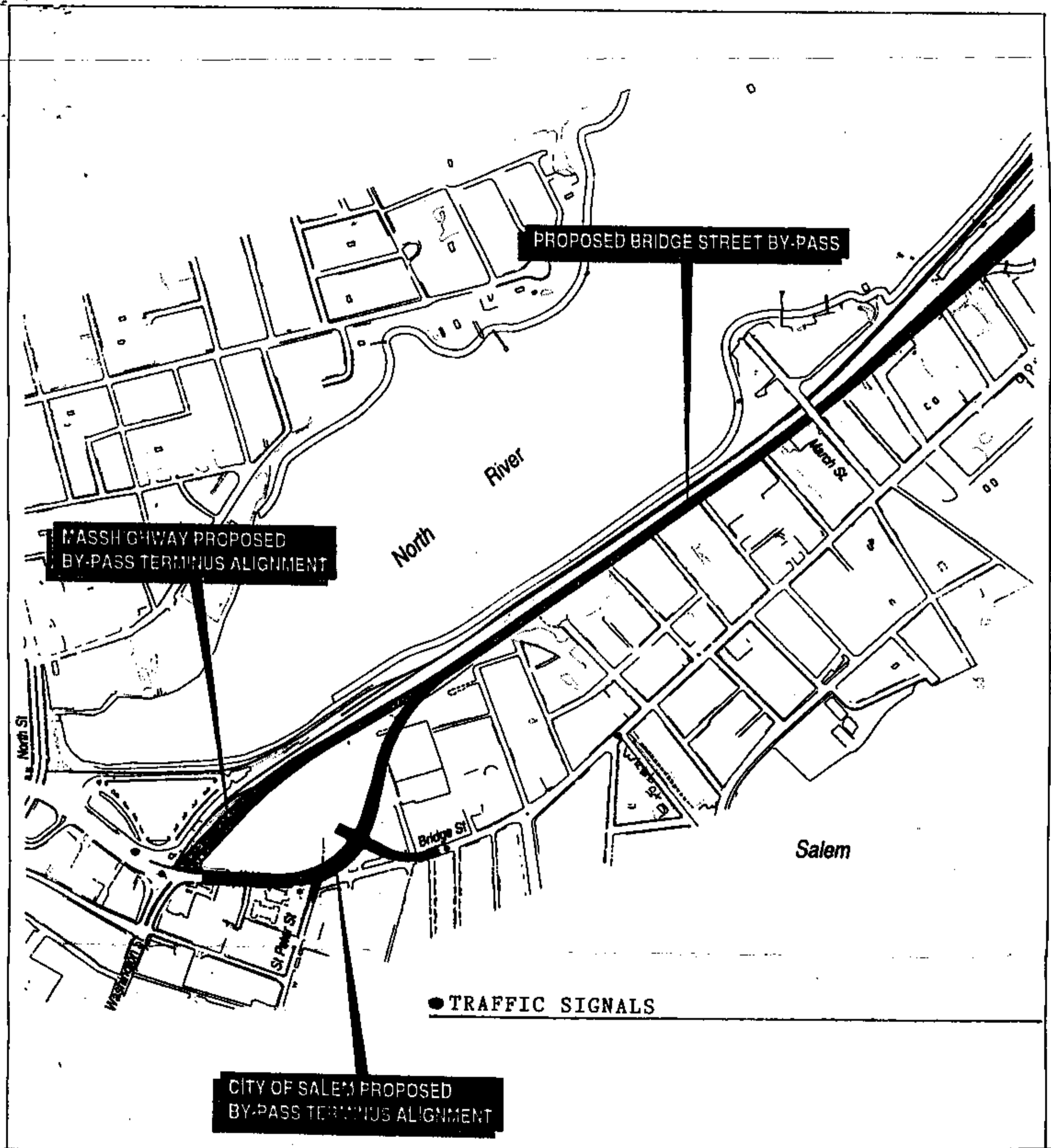
Robert Quadros, Graphics

Philip J. McSwiggin, RSD

William Burke

1991-1996

BYPASS ROAD DESIGN, BY MAYOR STANLEY USOVICZ 2000



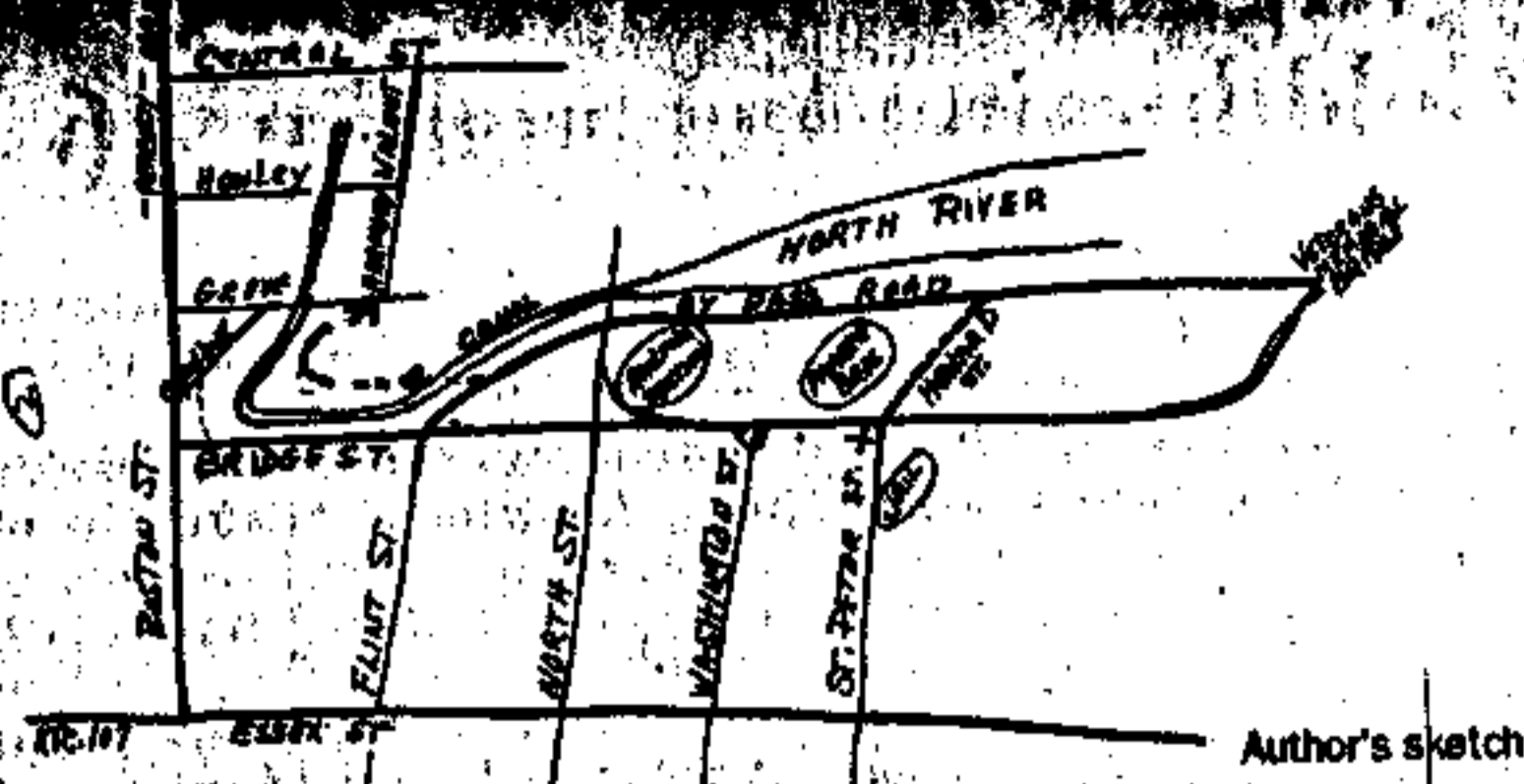
Approx. Scale: 1" = 675'



BRIDGE STREET BY-PASS  
TERMINUS ALIGNMENTS

FIGURE 1

8/25/2000



# New plan for Bridge Street bypass is worse than none

The original purpose of the Bridge Street bypass road was twofold:

1.) It would accommodate drivers who commute over the Veteran's Memorial Bridge, serving those mostly from Beverly, Danvers, Marblehead and



**Tony Salvo**

Peabody who do not stop in Salem for any reason other than passing through to reach their destination.

2.) It would accommodate those using Bridge Street who do business or live on or near it. Bridge Street especially serves tourists, downtown Salem, the Willows,

Pickering Wharf and those bound for Routes 114, 107 and 1A.

The original bypass road plan was designed to follow the North River and the railroad tracks from the bridge over the North Street overpass exiting at Flint Street. The original plan for the bypass road also could be extended to include Goodhue Street and Grove streets and Harmony Grove Road in Salem with Howley and Walnut streets in Peabody. This could serve as a much-needed mini-connector route to the highways in Peabody. It would also help reduce congestion in many of the clogged traffic arteries between Salem

and Peabody.

The original plan could also eliminate heavy trucks and buses on Essex Street (between Boston and North streets) by directing them to use Bridge Street or the bypass road.

A new design was proposed without input or approval of the Salem City Council. The new design would literally bypass the bypass road. It would extend only a short distance from the bridge, exiting near Howard Street at the intersection of Bridge and St. Peter streets. The result would be disastrous.

The original purpose of the new road was to get through traffic off Bridge Street, thus improving the traffic flow in and out of the city. The proposed plan would be counter-productive.

The original plan makes sense and, if it is not adopted, it would be better not to do anything until an acceptable plan is approved by all concerned parties.

The issue of the bypass road is not isolated to Salem alone because it affects traffic in Beverly, Danvers, Marblehead and Peabody as well. Since transportation is a regional problem and a state project at that, I propose that officials, both local and state, be invited to a joint meeting in the Salem City Council chambers in order that a just resolution to this issue be determined. This joint meeting should be held before a public hearing date is set.

# Salem was the hub of North Shore until the highways passed it by

Reading Jim McAllister's nicely done article on what Salem was like a number of



Anthony V. Salvo

years ago prompted me to write this letter. Since I was born and raised in Salem, I can relate to many of the points brought out in Jim's piece.

Growing up in Salem, I remember very vividly the diver-

sity of its population and, also, the many wonderful cultures brought by the many different nationalities that settled here. Many migrated from Europe and many were of the first and second generations.

Walking from neighborhood to neighborhood in The Point and Castle Hill, you could hear French spoken; in the Derby Street area, Polish was spoken; in the High Street section, Italian spoken. In Irish Town, I could hear my friend Eddy's grandparents speak Gaelic.

It was during the Depression years, in the '20s and '30s, when people had very little or nothing; but in spite of it, they were the best years of their lives.

I was born on High Street (Little Italy), but at age 2 my family moved to Irish Town, near Mack Park in the Carltonville section of Ward 6.

Carltonville was a Boston & Maine train stop at Flint and Bridge streets. The B&M train stopped at many points on the way to Peabody and Danvers. The Boston & Maine served as a mode of public transportation, not only for passengers, but also freight.

Besides the Boston & Maine, we also had the Eastern Mass. Bus Company, which picked up and discharged passengers on every main street in Salem. Not only did Eastern Mass. buses provide public transportation, they also plowed snow off all of our main streets. Yes, we were blessed with public transportation, but all of this changed with the advent of the automobile.

Salem was the hub of the North Shore. All neighboring cities and towns were suburbs. Salem was not only the hub, it was also the mercantile center, as well.

Let us take a trip down Memory Lane

Remember the following? Peabody Milk; Salem Milk; Sylvania; Hytron; Aulson's Machines; Swift Metals; Armour Meats; Aronson's Produce; Salem Fruit; North Street Arena; H.P. Hood's Milk; Upham's Drugs; Roper; L... ..



This picture, taken in the early part of the 20th century, shows downtown Salem when it was the transportation and mercantile hub of the North Shore. The view is from Riley Plaza looking towards the North River. Daniel Low's is the turreted building at right, and the railroad tunnel has since been extended all the way to Mill Hill.

vers; Jake Shares; Tassinari Fruits; Rizzoli's; Morning Call; Taxi Lunch; Daniel Low's; Ashton's; L.B. Moody; DeCoffs; Days; the WESX studios and Salem News pressroom; Margolis Furs; Rodericks; Theriaults Lunch; Dexters; Lee & Osborne; Holt's; Western Union; Clam Shell; Seiberg; Wilson & Robinson; Metropolitan Life; Front Street Open Market; Stasinopoulos Shoe Shine; Spencer Shoe; Sassone's; Caron's Diner; Follette's Men Shop; Essex Flower Shop; Hawthorne Cafe; Louis Clothes; Lefavours; Besse's; Rooks; Edwards Shoe; Boston Leader; Enterprise; Roger Conant Bank and Waldorf Restaurant.

I know I forgot a few, but I think you've got the picture. Talk about a tax base and jobs galore. Salem had it all.

Even Salem's schools were second to none. That is when schools had strict discipline, a dress code and taught the basics.

Salem was not only abundant in material things, it also was a spiritual leader. Salem could have been called, "a city of churches." All of its many churches were filled to capacity. Catholic, Protestant and Jewish religious flourished.

So, what happened? What caused Salem to decline? There are many reasons for the decline. Some of the contributing factors were the automobile, World War II, the train tunnel project on Washington Street, Route 128, and the shopping centers in Peabody and Danvers.

Salem, having only eight square miles, had little room to expand, so many moved to the suburbs. The decline was the lack of access to the highways.

Salem is landlocked. Peabody and Danvers are two good examples of what major highways can do for a city or town. Both com-

Salem at the Willows and Peabody would allow Salem and Marblehead access to Route 128. That access was called to connector road.

But when the state planned to build a connector road, Peabody vehemently opposed it, causing the connector road concept to die. The agreement was broken by the city of Peabody. Salem got the treatment plant with all of its noxious odors and Peabody reaped high taxes with new businesses and industries locating at Centennial Park off Route 128. Thank you, Peabody.

For the last 10 years, the country had witnessed its greatest economic boom. So, why did Salem's economy decline and why did the economic boom pass Salem by? The answer is quite obvious. It was the connector route, stupid!

At this time, Salem's best chance for economic revival is the Bridge Street bypass road which can substitute for the promised connector to Route 128.

The original Bridge Street bypass road was designed to follow the North River and the railroad tracks from the Veterans Memorial Bridge over the North Street overpass, exiting at Flint Street. This plan could also be extended to include Goodhue Street, Grove Street and Harmony Grove Road in Salem, along with Howley and Walnut streets in Peabody. The bypass road could serve as a mini-connector route to the highways in Peabody. It would also reduce congestion on many of the clogged arteries between Salem and Peabody.

The bypass road could also eliminate heavy vehicles on Essex Street between Union and North streets by directing trucks to use Bridge Street or the bypass road.

A new design proposed without approval of the City Council would literally bypass the bypass road. It would extend only a short

Shore. All neighboring cities and towns were suburbs. Salem was not only the hub, it was also the mercantile center, as well.

Let us take a trip down Memory Lane:

Remember the following? Federal Mills; Dexter; Sylvania; Hytron; Aulson's Machines; Swift Metals; Armour Meats; Aronson's Produce; Salem Fruit; North Street Arena; H.P. Hoods Milk; Upham's Drugs; Ropes; Liggett Drug; Lanes; Flynn Tannery; Helburn Thompson; Pierce Leather; Salem Shoe; Metropolitan Ice; Boston & Maine train station; Eastern Mass. bus terminal; E.M. Lowe's; Owen Shoe; Almy Bigelow & Washburn; Webbers; Kay's; Dixies; Dan A. Donahue; Bixby's; Moustakis; Elizabeth's; Hunt's; Chutes; Martha Sweets; Newmarks; Fredricks; Bickford's; the Salem Armory; Salem Rubber Co.; Sears & Roebuck; Grant's; Woolworth's; Boy's Store; Kreege's; Atlantic & Pacific; Mobergan's; First National Stores; Ganems; Bloods; Rogers, Clark & Friend; Empire Clothing; Jacks; Paramount; Plaza; Empire Theatre; Salem Theatre; Federal Theatre; Rialto; Maco's; Stanley's; Gerbers; Woodsies; Puritan Arms; Parsons; Mass. Electric; Fryes Cigar Store; Caruso's Newsstand; Harper Ford; Townsend Motors; Colonial Motors; Brass Rail; Bee Hive Bakery; Kennedy Clothing; Kennedy Butter & Egg Store; Colonial Men's Shop; Fanny Farmers; Reed & Hughes; Cogley's; Foodland; Heffernan's; Sawtell's; Gibeley's; Unique Bowling; Sil-

li, the train tunnel project on Washington Street, Route 128, and the shopping centers in Peabody and Danvers.

Salem, having only eight square miles, had little room to expand, so many moved to the suburbs. However, one outstanding reason for its decline was the lack of access to the highways.

Salem is landlocked. Peabody and Danvers are two good examples of what major highways can do for a city or town. Both communities are blessed with access to Route 128 and other highways. If it wasn't for these new highways, Peabody and Danvers would be preparing for their spring planting of corn, beans, onions and carrots. Beverly not only has Route 128, it also has a great asset in its airport which, in my opinion, is underutilized.

Even though Salem has history, architecture, museums, waterfront, inns and hotels — much more to offer than surrounding cities and towns — Salem's economy is declining and tourism is nowhere near its potential. Tourism presently should be our number one industry. But we also need light manufacturing and other service-connected business in order to prosper all year 'round.

When the South Essex Sewerage District was looking for a site to locate the primary treatment plant, an agreement was made among the five cities and towns making up the district — Salem, Peabody, Danvers, Beverly and Marblehead. The agreement was the plant would locate in

connector route to the highways in Peabody. It would also reduce congestion on many of the clogged arteries between Salem and Peabody.

The bypass road could also eliminate many vehicles on Essex Street between Boston and Tenth streets by directing trucks to use Bridge Street or the bypass road.

A new design proposed without approval of the City Council would literally bypass the bypass road. It would extend only a short distance from the bridge, ending at the intersection of Bridge and St. Peter streets. The result would be disastrous. If the bypass road is not worth doing right, then it is not worth doing.

In conclusion, in order for Salem to solve its economic malaise, it is imperative that it establish a sound transportation plan. The original plan for the Bridge Street bypass road to Route 128 will help stimulate Salem's economy, expand its tax base and create jobs. The original bypass plan is doable and the cost would be minimal since all of the streets are already in place.

The bypass road is a state project and both the mayor and the City Council should work together in convincing the state to adopt the original plan.

Salem should not allow this opportunity to pass it by. It is our only chance for economic revival.

■ ■ ■

*Anthony V. Salvo, a former teacher at Salem High School, served as Salem's mayor from 1964 to 1969.*

# STAN USOVICZ

## A PLAN FOR ACCESS & PARKING:

### Position Paper on Transportation & Parking Issues in Salem

The mayor must take the lead in shaping its course rather than leaving Salem's future to the decisions of outsiders.

#### BOSTON STREET & COMMUNITY ACCESS

Access to Salem is a local and regional issue. Potential solutions to the traffic flow issues on the key routes of North Street and Boston Street must be balanced with the needs of those neighborhoods. Opportunities for increasing access to Peabody via Goodhue and Harmony Grove should be examined.

Salem Mayor Stan Usovich has taken a couple of bold steps to get things moving on the traffic front in his city.

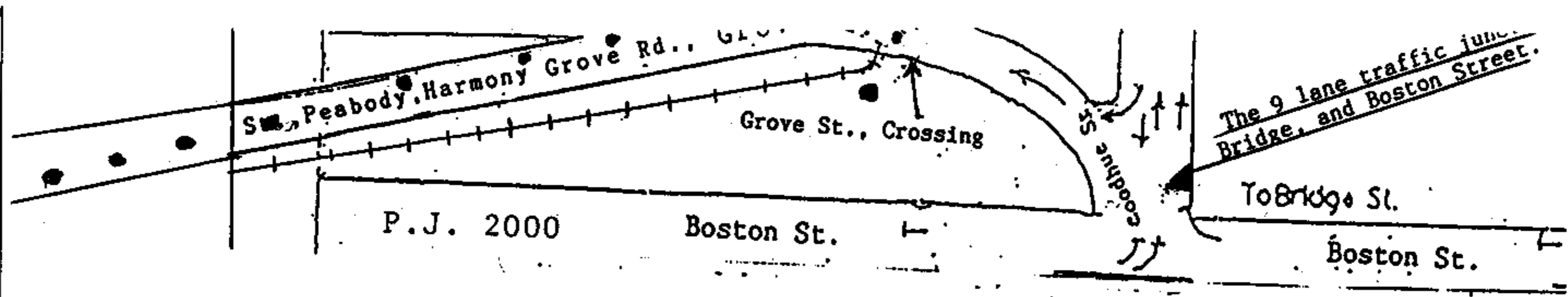
First, he has proposed a rather drastic change in the configuration of the long-awaited bypass road that will carry vehicles from the new Veterans Memorial Bridge to downtown Salem.

2. But it would also help sort out some of the traffic coming off the bridge.

3. allowing motorists to use St. Peter Street to get downtown before they reach the rotary.

Evening News, Feb., 11, 1998

**\*\*\*\*\* AND THAT IS ALL THERE IS! \*\*\*\*\***

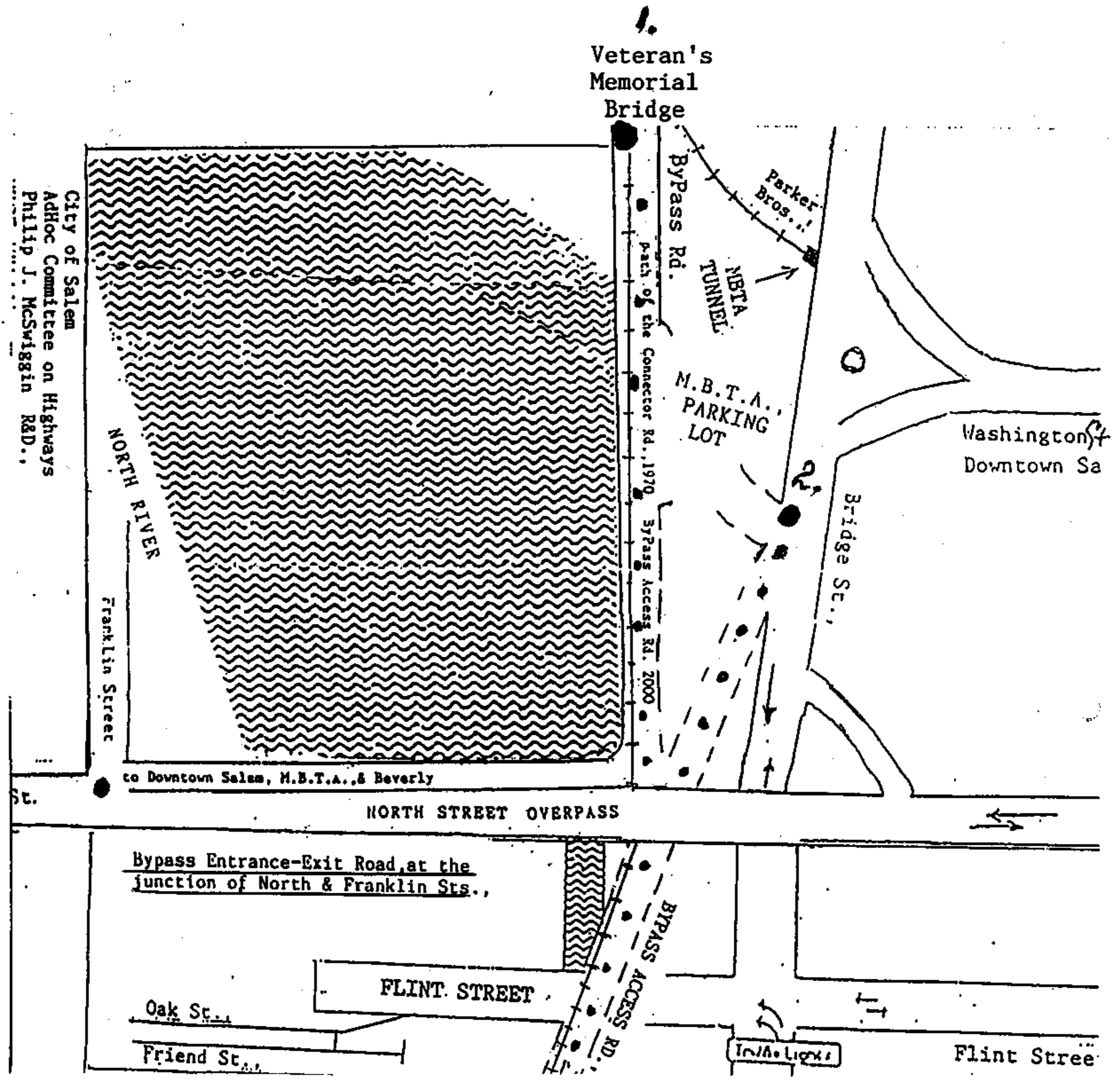


The Bridge St., ByPass Rd., will originate in 2 areas, Nov., -Dec., 2000

- ✓ (1) At the summit of the Veteran's Memorial Bridge upper Bridge St.,
- ✓ (2) The entrance to the MBYA., Parking Lot, North St., Overpass

**City of Salem, Massachusetts**  
**ADHOC COMMITTEE ON HIGHWAYS**

Committee Leonard O'Leary  
 Robert Quatro, Graphic  
 Philip J. McSwiggin, M.D.  
 William Burke  
 1991-1996



City of Salem  
 Adhoc Committee on Highways  
 Philip J. McSwiggin R&D.,

to Downtown Salem, M.B.T.A., & Beverly

NORTH STREET OVERPASS

Bypass Entrance-Exit Road, at the junction of North & Franklin Sts.,

FLINT STREET

Oak St.

Friend St.

Traffic Light

Flint Street

# 114 rerouting would improve traffic flow

The fact is there is too much traffic on North Street. People use it to get back and forth between Salem, Beverly, Danvers and parts of Peabody.

Trucks use it to get from Routes 1 and 128 to downtown

**Moving Route 114 won't turn North Street in Salem into a country lane by any means, but it will at least take away the tourist and commercial traffic.**

Salem. People from Marblehead and Swampscott use it to get out to the shopping centers and the highways.

In fact, this two-lane road was never intended to handle the volume of traffic that now passes through Moody Square daily.

It's a solution that's been recommended by several consultants and is favored by many people including Salem Mayor Neil J. Harrington, his Peabody counterpart, Peter Torigian, and the Peabody City Council.

1991 -

That plan calls for the rerouting of Route 114 so that it no longer goes through Gardner Park in Peabody onto North Street, but would continue down Central Street in Peabody to Peabody Square, and then onto Main Street in Peabody and Boston and Bridge streets into downtown Salem.

1999 - 2001

Construction of the ByPass Road, at this time, could spell the reemergence of a transportation plan of the early 90's., providing for a divergence of the Rte., 114, volumn of traffic, coming down on top of Margin St., Peabody, and North St., in Salem, day to day, to a westerly direction, along Central St., to Walnut St., and Harmony Grove Rd., to a ByPass terminus, at the junction of Harmony

St., in Salem, day to day, to a westerly direction, along Central St., to Walnut St., and Harmony Grove Rd., to a ByPass terminus, at the junction of Harmony Grove Rd., and Grove St., adjacent to the railroad line, barely more than two minutes drive, from that point on, to the North St., Overpass, and the MBTA., Parking lot, at Bridge st., Downtown Salem.

City of Salem, Massachusetts  
ADHOC COMMITTEE ON HIGHWAYS