

LYNN



TRANSIT ACTION PLAN

Advisory Committee Meeting #4
June 18, 2020

Agenda

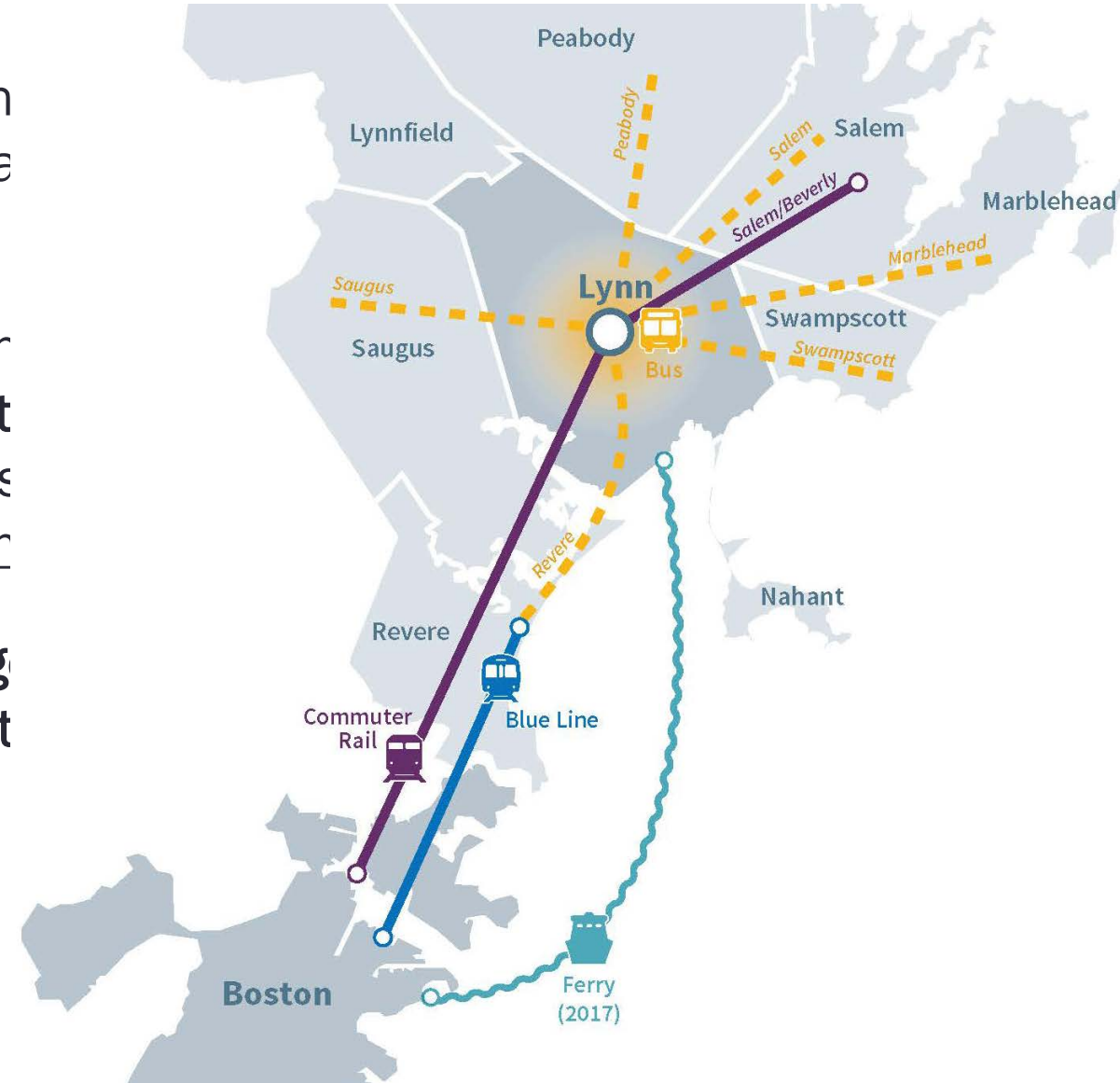
- Update on Lynn Transit Action Plan
- Recap of Outreach + Key Findings
- Review of Recommendations
- Feedback and Next Steps

Lynn Transit Action Plan Update

- Since third Advisory Committee Meeting:
 - Finalized existing conditions report and survey analysis
 - Held a public meeting and stakeholder outreach
 - Developed draft recommendations for final report
 - Developed design concepts for bus lanes
- Current Status:
 - Completing final report
 - Developing implementation plan and next steps
 - Transitioning design efforts on short-term concepts to roadways owners

Purpose of the Lynn Transit Action Plan

- Holistically assess transit demand and needs in across four modes – bus, commuter rail, ferry, a transit
- Identify strategies to make transit services in ar Lynn faster, more reliable, and better matched t people need to go – including employment hubs resources in Lynn, Boston, and across the North
- Consider how transit improvements can leverag location near Boston to better position the City t participate in the region’s economic growth



Recap of Approach

1. Identify Challenges + Opportunities from Existing Conditions
 - Demographics/land use
 - Bus ridership and delay (APC)
 - Mode-agnostic travel patterns (LBS; INRIX)
 - Rail Vision, Boston Harbor Now analyses
 - Stakeholder and public input
2. Generate + Refine Recommendations
 - Develop design concepts for short-term capital (bus lanes)
 - Identify opportunities for additional near-term actions
 - Point to systemwide efforts for larger scale changes

Outreach Informed our Recommendations

- Held 3 Advisory Committee meetings
- Received 1,000 responses from a survey in Fall
- Met with the City and City Council, other stakeholders throughout the process
- Hosted public meeting in February
- Regular collaboration with MBTA staff; ongoing coordination with DCR, EEA, MassDOT (Highway)



2/11/20 Open House: What We Heard

“Please consider a bus only lane on 1A between Central Sq and Wonderland.”

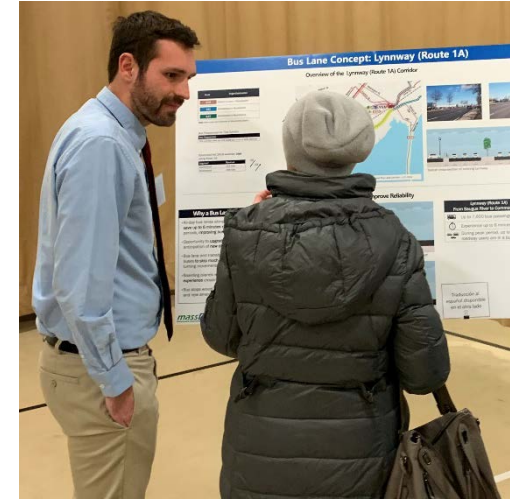
“Please more buses at night (after 6pm)”

“It is critical to improve bus lane signage to available and underused off-street parking lots.”

“I support bus lanes, especially on the Lynnway and Western Ave.”

“Better walk/bike connections to the commuter rail and reduced fares.”

“New types of express buses from Lynn Central to Wonderland Garage.”



“I want to advocate for the program that allows riders to travel within the urban core on the Commuter Rail for the price of a rapid transit fare.”



Key Finding #1: Local Travel Needs

- Getting buses out of traffic, increasing the use of CharlieCards, increasing midday local bus frequency, and creating higher comfort walking and biking facilities could support mode shift, as a majority of travel needs are local and trips are short.
 - 67% of trips made are within Lynn and 43% of trips that begin in Lynn are under 2 miles
 - Buses generally go where people need to travel, but frequency, delays/unreliability reduce competitiveness
 - Survey shows support for frequency/reliability
 - Bus stops coverage is widespread, but accessibility and amenities lacking

Key Finding #2: Access to Boston

- Increased frequency and affordability of transit options to Boston job centers, by bus and commuter rail, could improve commutes for many residents, open up new employment opportunities for others, and support economic development as the City of Lynn continues to grow.
 - Boston as most frequented municipality, outside Lynn – average 12,000 trips/weekday
 - Approximately 12% of these trips use transit, mode share is higher during peak periods
 - Commuter Rail fare costs are a challenge for low-income residents
 - Planned future development indicates that new residents may also commute to Boston
 - Excess capacity in Commuter Rail garage as an opportunity



RECOMMENDATIONS

Overview of Recommendations

Recommendations	Concepts
Prioritize buses on roadways.	Lynnway Multimodal Corridor
	North Shore Road Bus Lanes
	Western Ave Shared Bus/Bike Lanes
	North Common Street Bus Lane
	Broad Street Multimodal Corridor
	Citywide Transit Signal Priority
Improve access to transit and enhance the customer experience.	Commuter Rail Service Changes
	Lynn Station and Garage Improvements
	Bus Stop Amenities Integration
	Stop Consolidation and Accessibility
	Expanded Access to Information
	Bicycle and Pedestrian Network
	Transit-Supportive Urban Design
Re-imagine how our networks work.	Bus Network Redesign
	Rail Transformation
	Ferry Service

PRIORITIZE BUSES ON ROADWAYS

Borne on the evening wind
across the crimson twilight,
O'er land and sea they rise and fall
O Bells of Lynn!
Henry Wadsworth Longfellow

Your tools clicking a chorus of work
Stitching leather into shoes
for the feet of the people
Laughter splitting the air!
Vincent Ferrini



Lynnway Transit Priority Corridor

Center-running bus lanes in each direction and a two-way separated bicycle facility from Central Square to General Edwards Bridge.

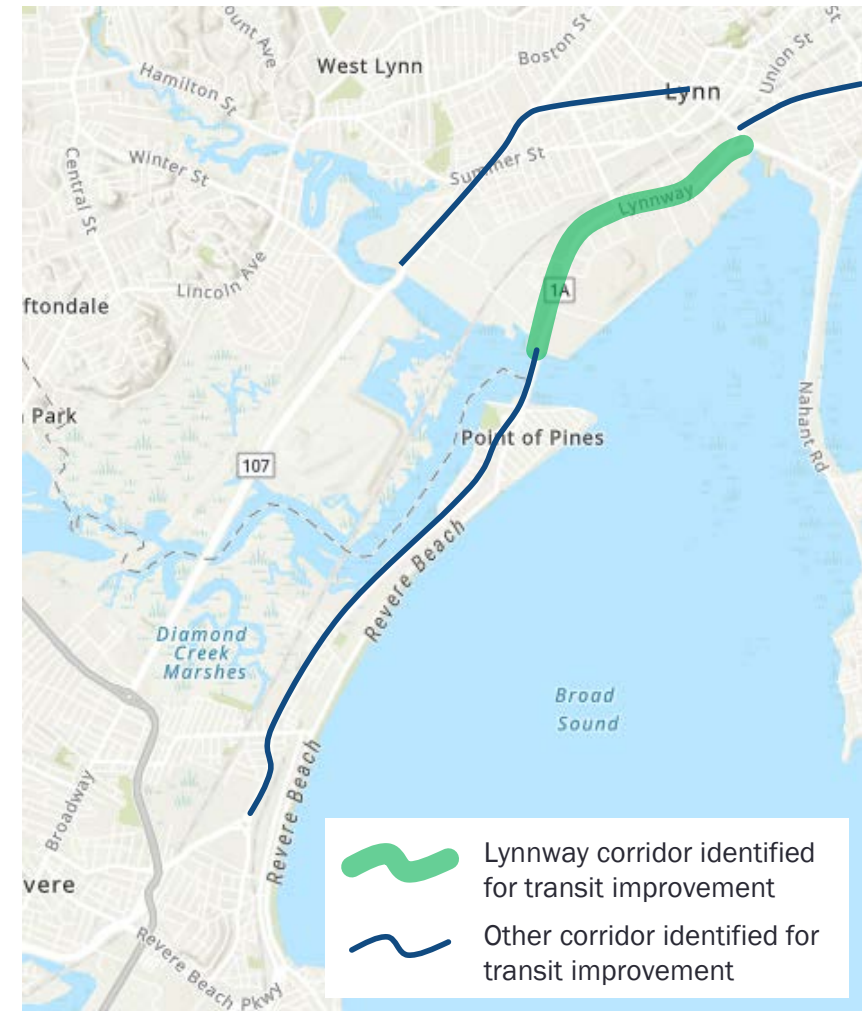
Benefits:

- Saves up to 4-6 min travel per trip for up to 11% of roadway users (up to 1,425 riders) during peak period
- Boarding platforms improve pedestrian safety and accessibility
- Opportunity to enhance mobility options ahead of planned 4,000 units of development, take advantage of capacity at garage

Details:

- Requires reduction of one travel lane in each direction

Next Step: DCR to conduct design development and assess alternatives, in collaboration with MBTA, Lynn



The Potential for a Transformed Lynnway



Existing Conditions @ Harding Street

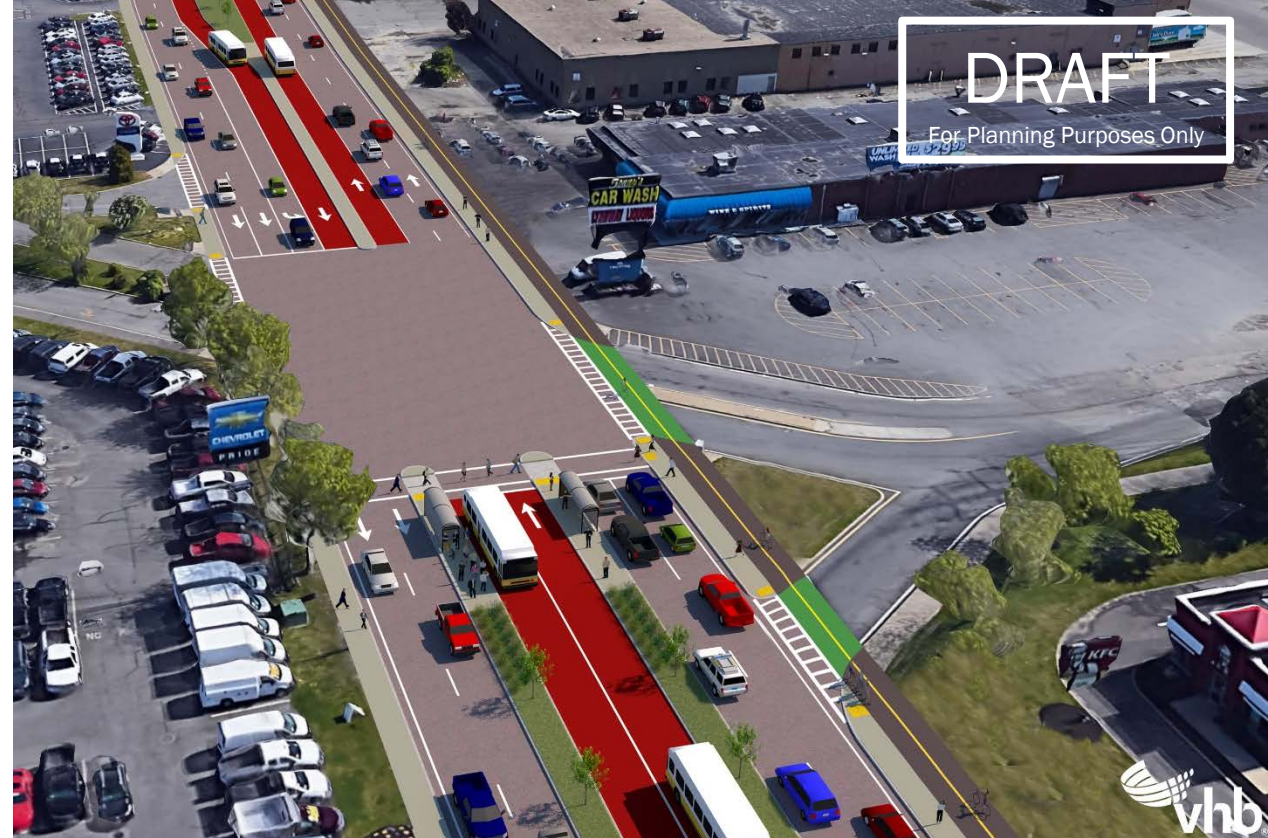


Illustration of Proposed Conditions

North Shore Road Transit Priority Corridor

Dedicated bus facility in each direction from the General Edwards Bridge to Wonderland.

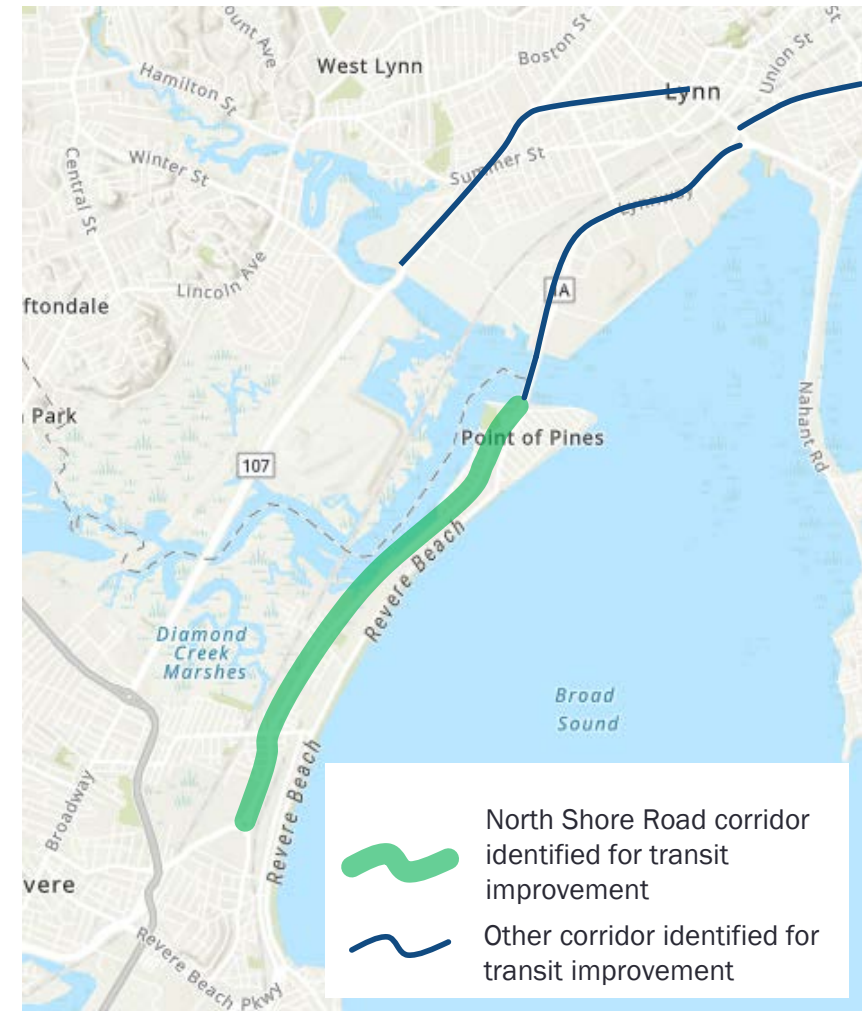
Benefits:

- Saves up to 11-13 min travel per trip for up to 12% of roadway users (up to 1,550 riders) during PM peak period
- Capture some of the 30% of vehicles on road that are currently destined for Wonderland, in addition to future needs
- Improve pedestrian safety and accessibility

Details:

- Requires reassignment of roadway cross-section

Next Step: MassDOT to conduct alternatives analysis/ preliminary design, in collaboration with MBTA, Revere



The Potential for a Transformed North Shore Road



Existing Conditions @ Blanchard Avenue

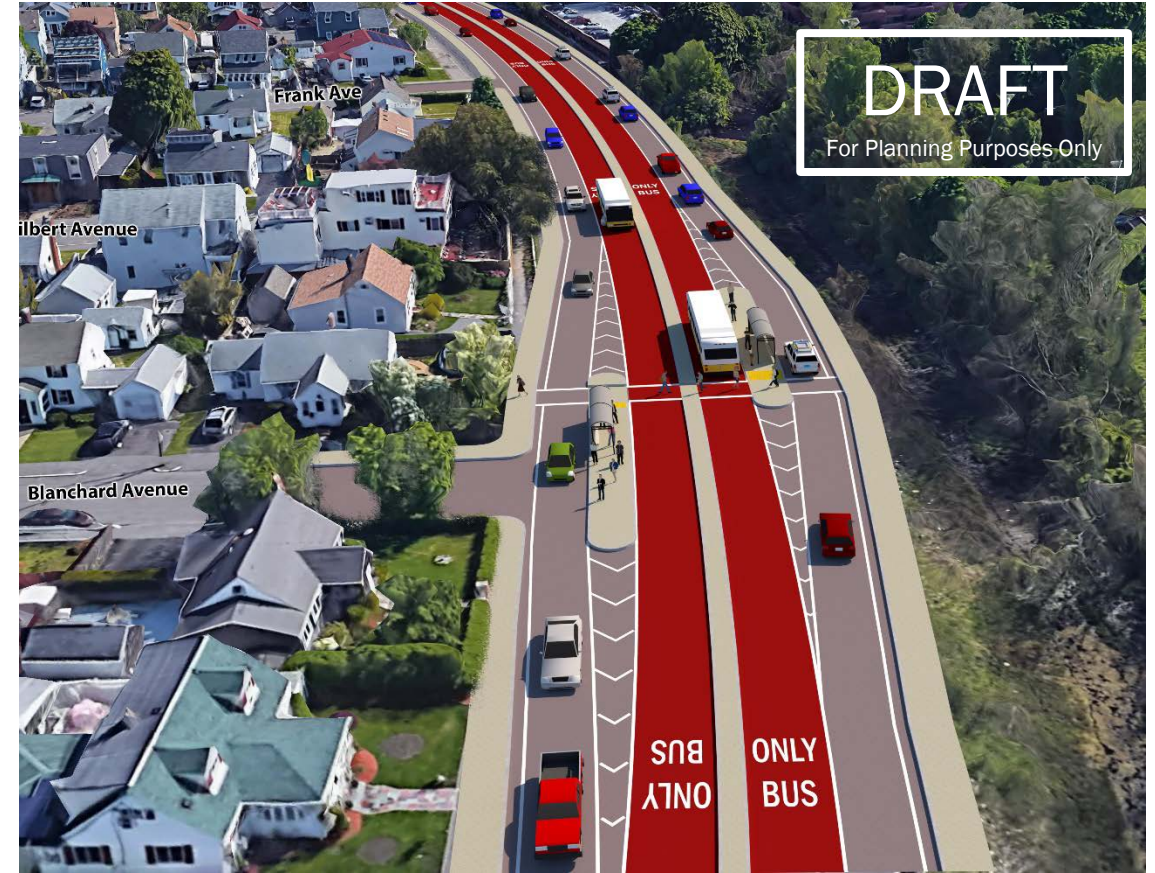


Illustration of Proposed Conditions

Bus/Bike Lane & TSP on Western Ave (Route 107)

Curb-running bus/bike lanes between Market Square and the Belden Bly bridge.

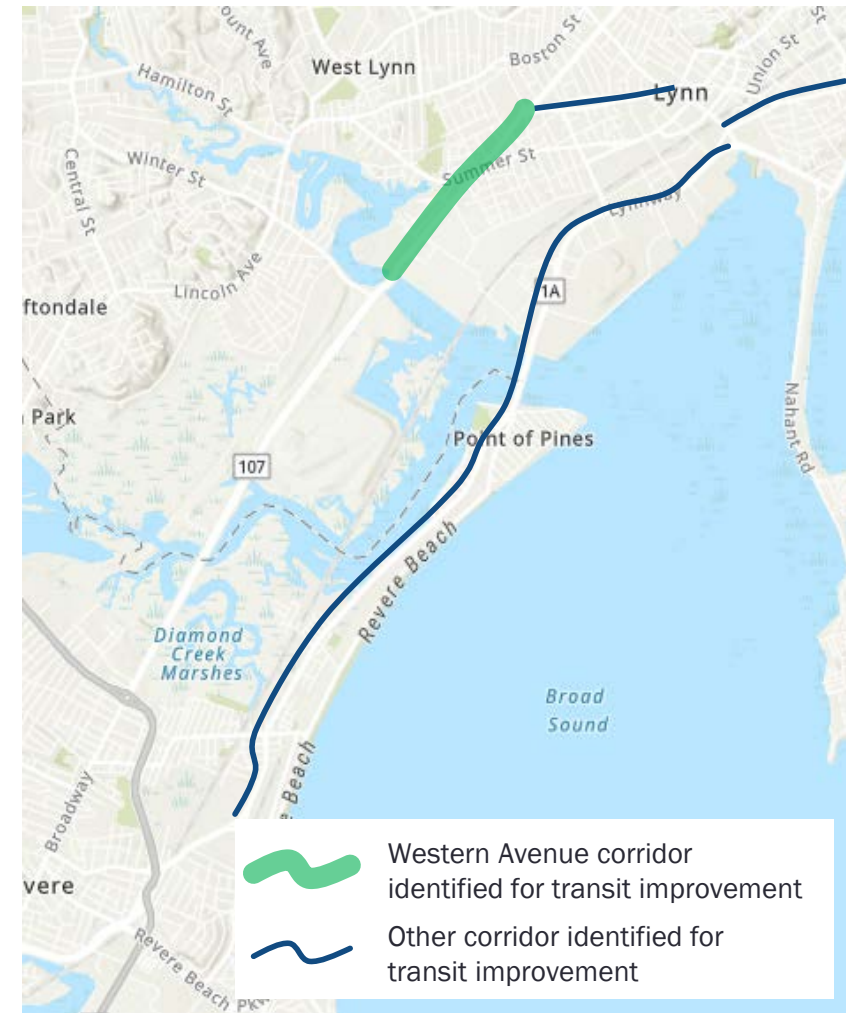
Benefits:

- Saves up to 11 min for up to 40% of roadway users (up to 1,400 riders) in peak
- Improves non-revenue access to garage
- Reduces car/bus conflicts, replacement parking available on side streets
- Faster emergency vehicle response via the bus lane

Details:

- Requires parking ROW and minor curbswork

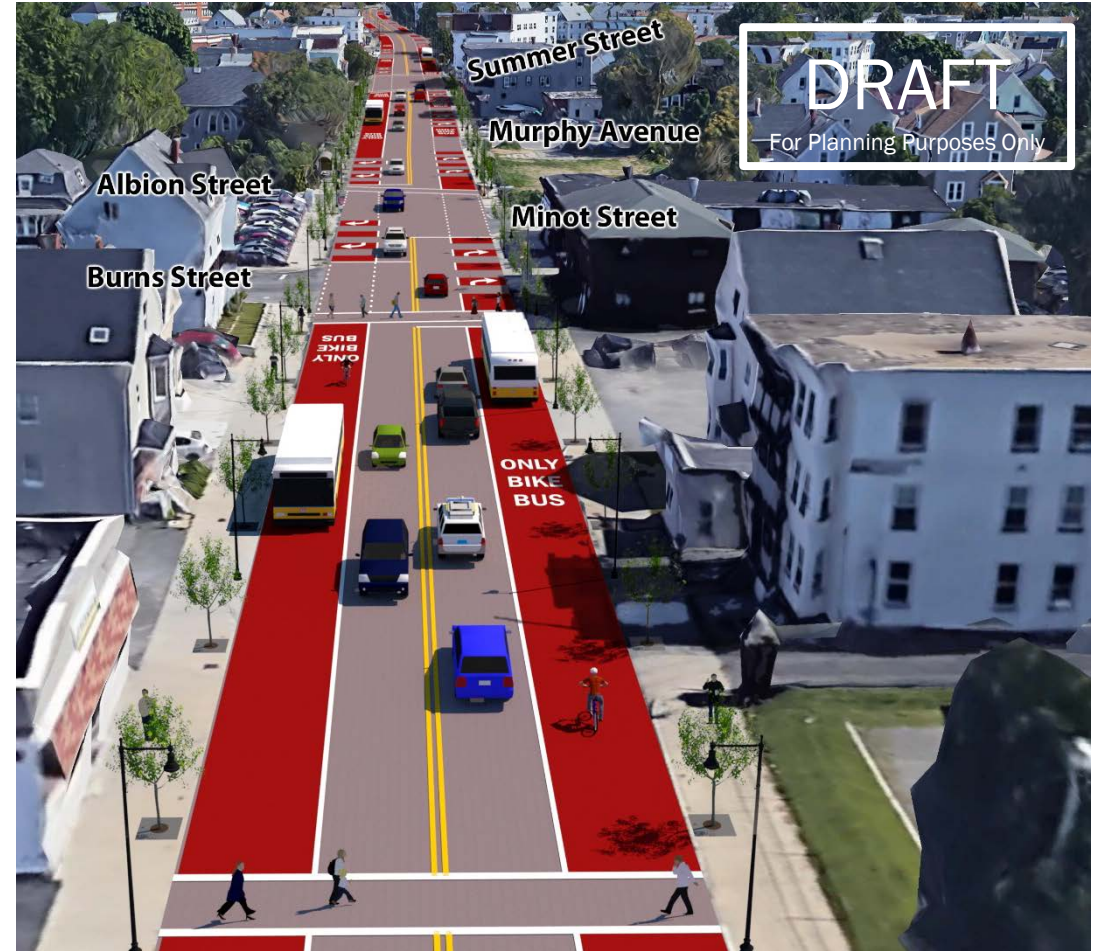
Next Step: City to move forward towards final design, in collaboration with MBTA, MassDOT



The Potential for a Transformed Western Avenue



Existing Conditions



Proposed Conditions

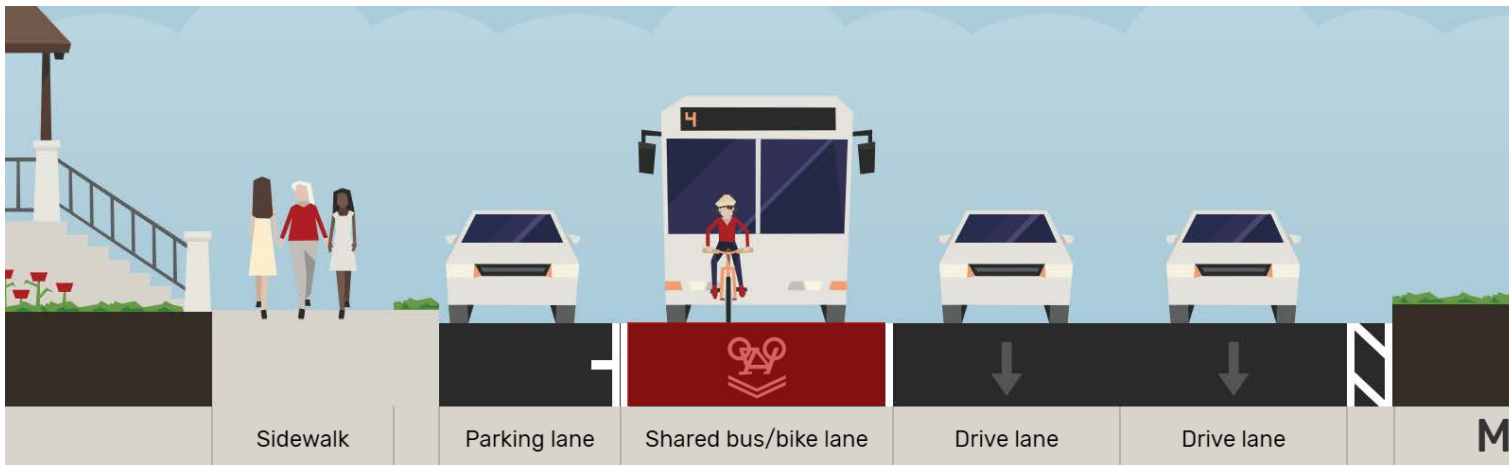
North Common Street Bus Lane

Create a parking off-set bus lane using excess ROW.

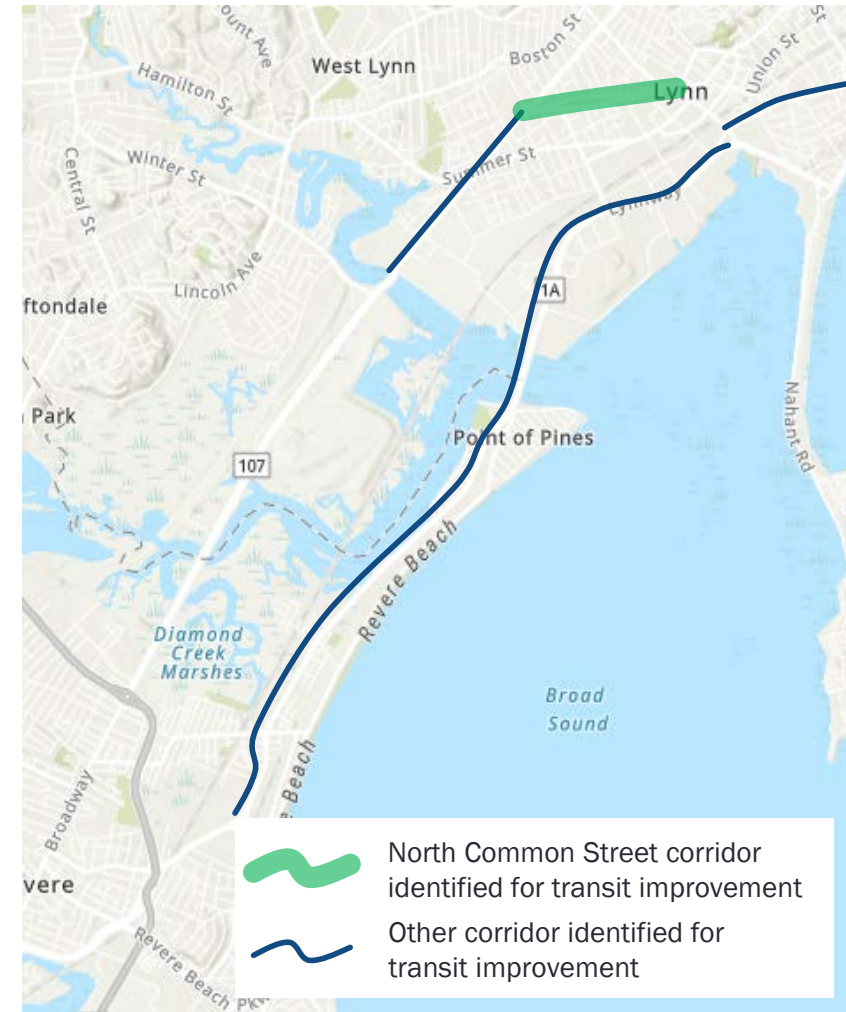
Benefit: Saves up to 3 minutes during peak

Details: No parking or general purpose lane taken

Next Step: City to move forward towards final design, in collaboration with MBTA



North Common Street concept (looking east)



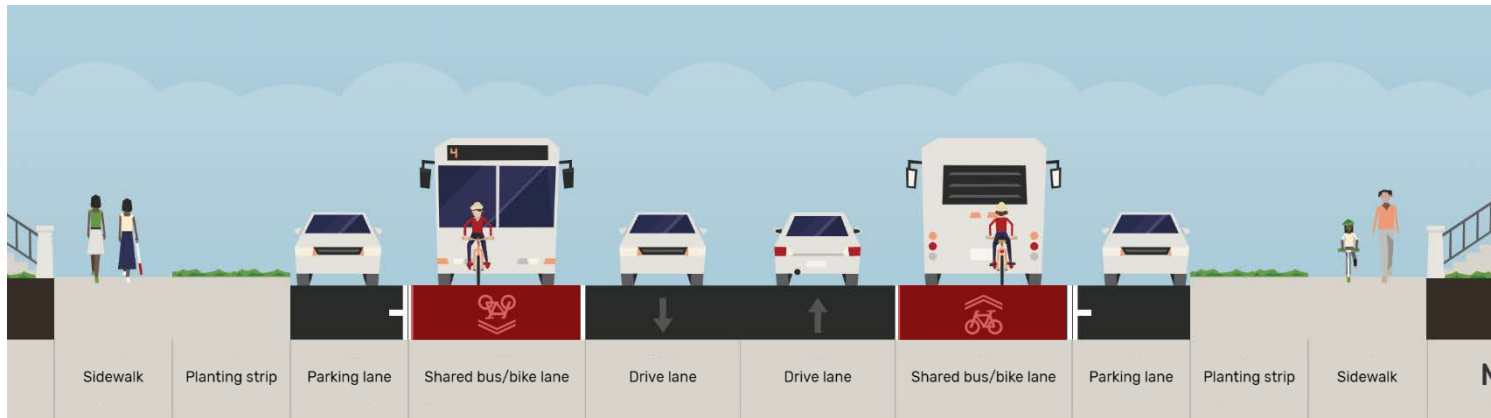
Broad Street Multimodal Corridor

Create a bus lane using excess ROW.

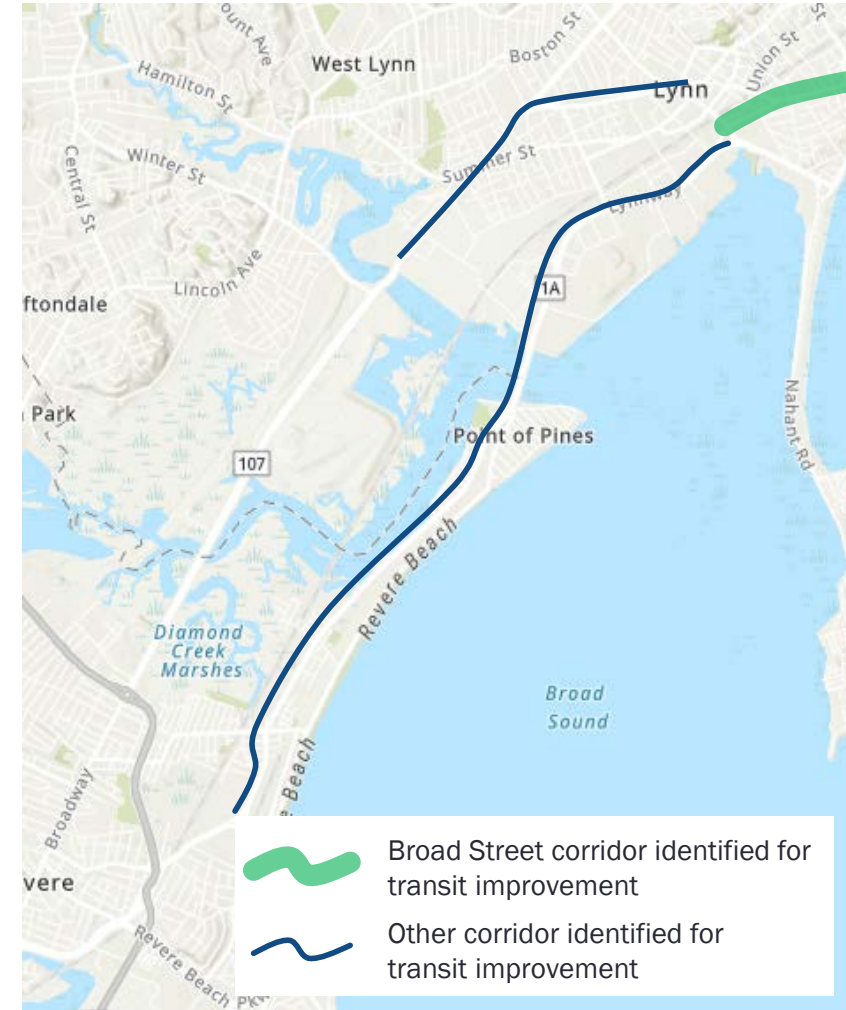
Benefit: Transform ROW to elevate other modes on a corridor where up to 40% of peak period travelers are on the bus

Details: No parking or general purpose lane taken

Next Step: MBTA to develop alternatives concepts for review and input



Potential Broad Street concept (looking east)



Transit Signal Priority (TSP)

Implement passive TSP city-wide.

Benefit: Low-cost, simple way to elevate bus needs

Details: Re-time signals to align with bus needs

Next Step: City to coordinate with MBTA on implementation

Investigate opportunities for active TSP.

Benefits:

- Enhances bus movements through intersections
- Emergency vehicle pre-emption can be incorporated

Details: Adapt the signal phasing to prioritize transit vehicles, will likely need new signal equipment

Next Step: City to coordinate with MBTA on implementation



Borne on the evening wind
across the crimson twilight,
O'er land and sea they rise and fall
O Bells of Lynn!

Helen Wadsworth Longfellow

Your tools clicking a chorus of work
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Vincent Ferrini

IMPROVE ACCESS TO TRANSIT AND ENHANCE THE CUSTOMER EXPERIENCE



Commuter Rail Service Improvements

Identify feasible adjustments to the Newburyport/Rockport Line service as part of regular schedule updates and implement fare reduction pilot.

Benefit:

- Provides more predictable service, particularly during midday, better serving non-traditional schedules

Details/Next Steps:

- June 22 – AM peak inbound service increases from **3 to 8 trains**; total daily service increases from **28 to 55 trains**
- July 1 – 2-month pilot for **Zone 1A fares** to Lynn
- Fall – additional service improvements to **reduce gaps in service throughout the day**



Lynn Station and Garage Improvements

Coordinate with the MBTA on plans to upgrade the Commuter Rail Station and Garage.

Benefit:

- Increases transit usage
- Improves safety and customer experience

Details:

- Upgrade station and garage, look for near-term improvements
- Opportunity to re-think garage when future demand for bus, rail, and development are clearer

Next step: MBTA developing and evaluating potential garage improvement alternatives



Bus Stop Amenities Integration in Roadway Projects

Coordinate bus stop improvements with ongoing roadwork and sidewalk projects, prioritizing high ridership locations.

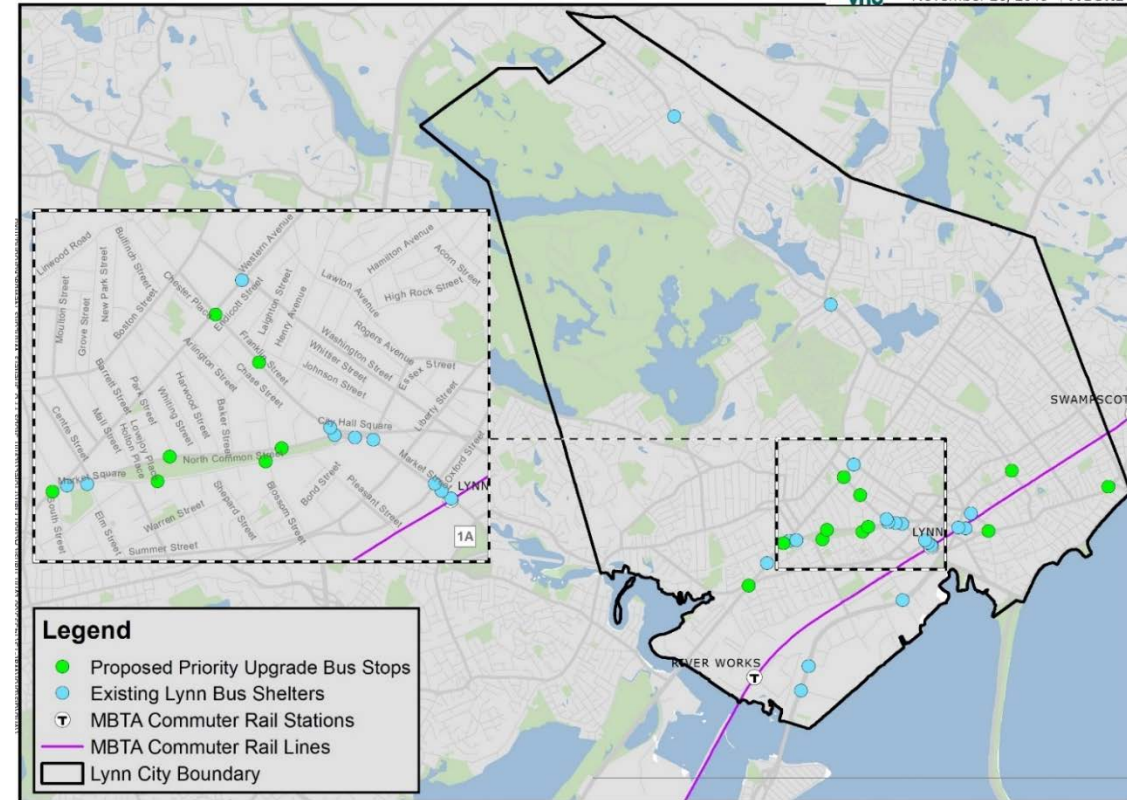
Benefits

- Improves customer experience

Details:

- Ensure roadwork and sidewalk projects set area up for future improvements
- Identify opportunities to integrate shelters, benches, and real time signs into projects

Next Step: City to coordinate with MBTA on implementation



Existing Shelters and Proposed Priority Upgrade Bus Stops
Lynn Bus Amenities Evaluation
Source: MBTA

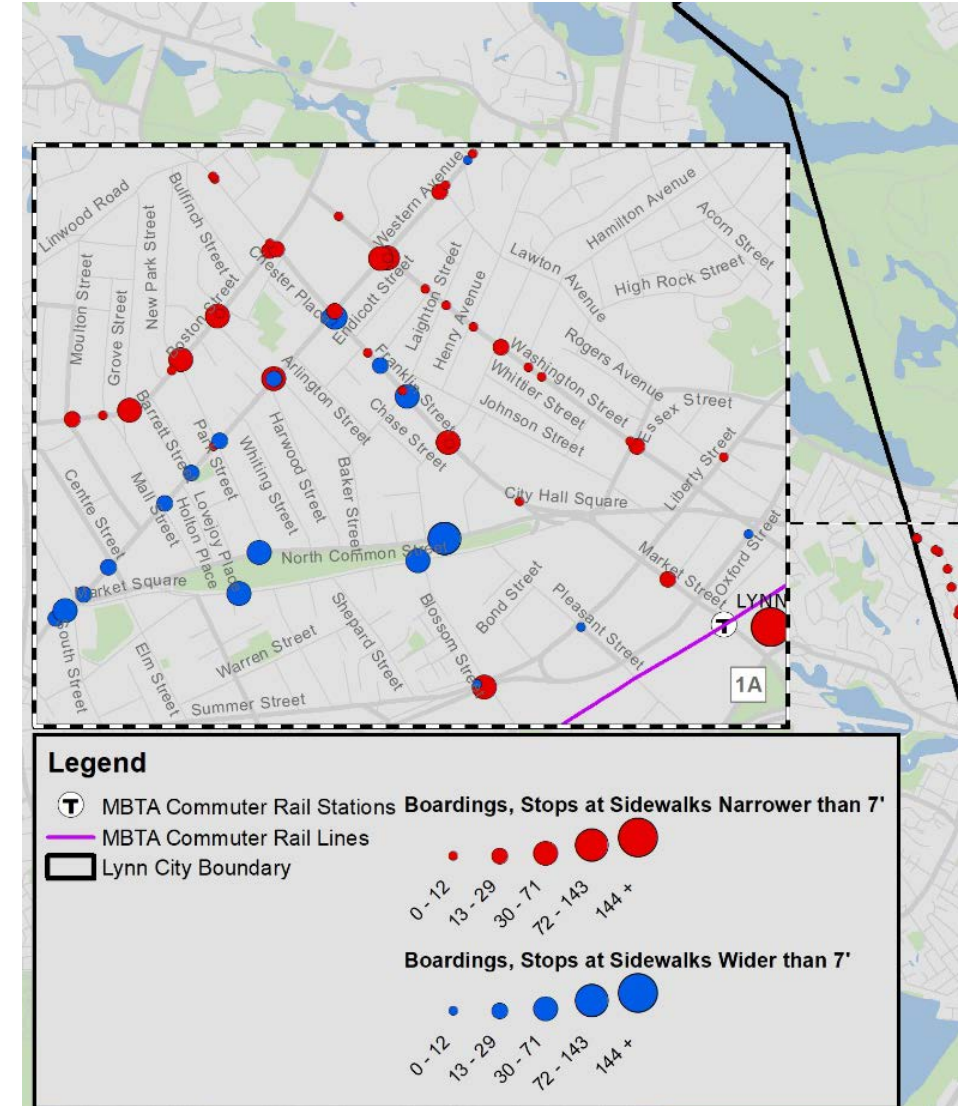
Bus Stop Consolidation and Accessibility

Work with MBTA and the City of Lynn to identify opportunities to consolidate bus stops and implement accessibility improvements.

Benefit:

- Improved bus speed and reliability due to reducing stopping
- Universal, more equitable access to bus service

Next step: Coordinate with MBTA PATI program

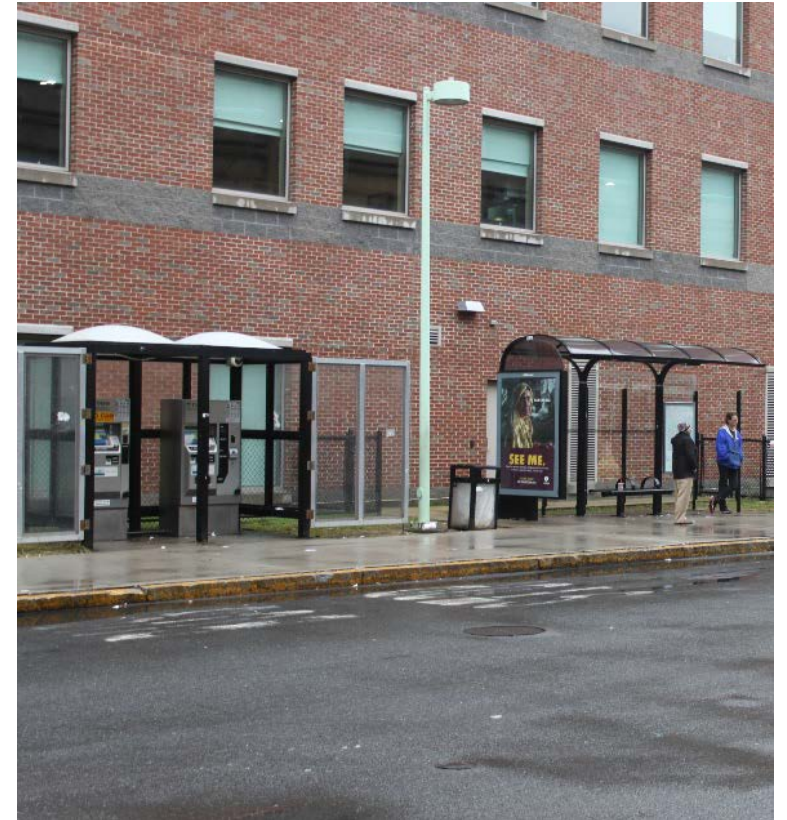


Expanded Access to Information

Work with MBTA and local community organizations to ensure residents have access to information about available services.

Benefit: Expand access to information in lower information communities

Next Step: City to coordinate with MBTA, local organizations on implementation

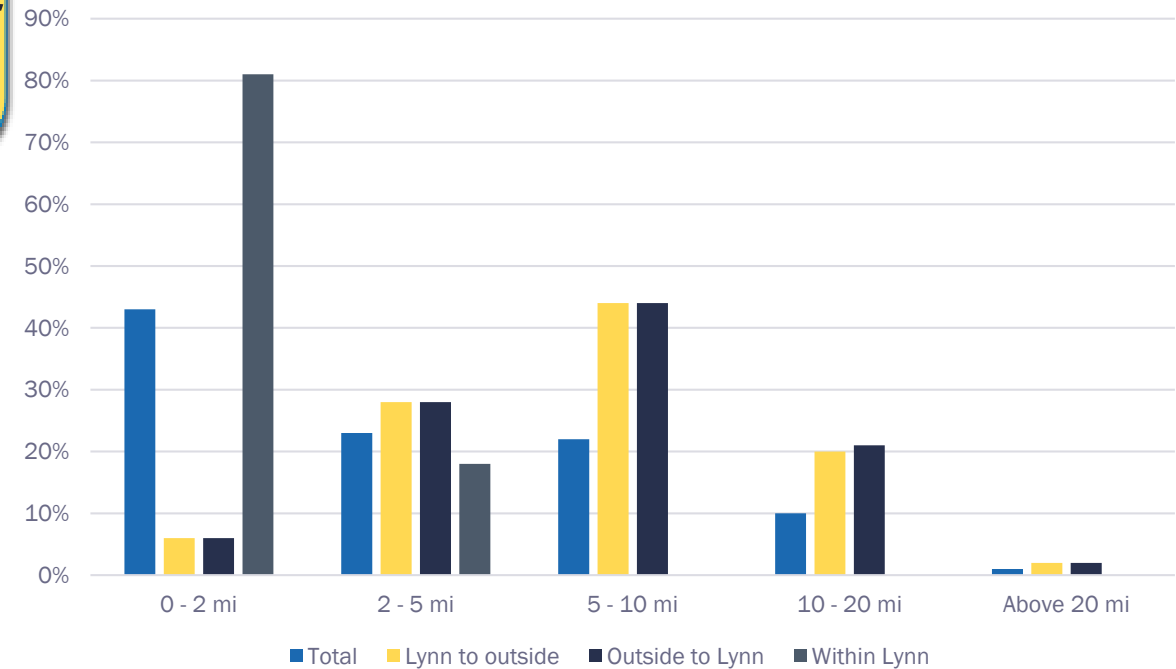


Bicycle + Pedestrian Network Improvements

Identify local priority corridors for bicycle and pedestrian improvements and consider bikeshare policy.

Benefit: Expands options for accessing transit and converting full trips to bike/ped modes

Next Step: City to work with MassDOT, other stakeholders to identify priority corridors for bicycle safety improvements and pedestrian enhancements



Transit-Supportive Urban Design

Consider adjusting urban design requirements in zoning to identify changes that could enhance walkability.

Benefit:

- Transit-supportive zoning can increase use of alternative modes/car-free households
- Setbacks, other design requirements affect walkability and transit-supportiveness of development



Source: Lynn Waterfront Master Plan

REIMAGINE HOW THE NETWORK WORKS

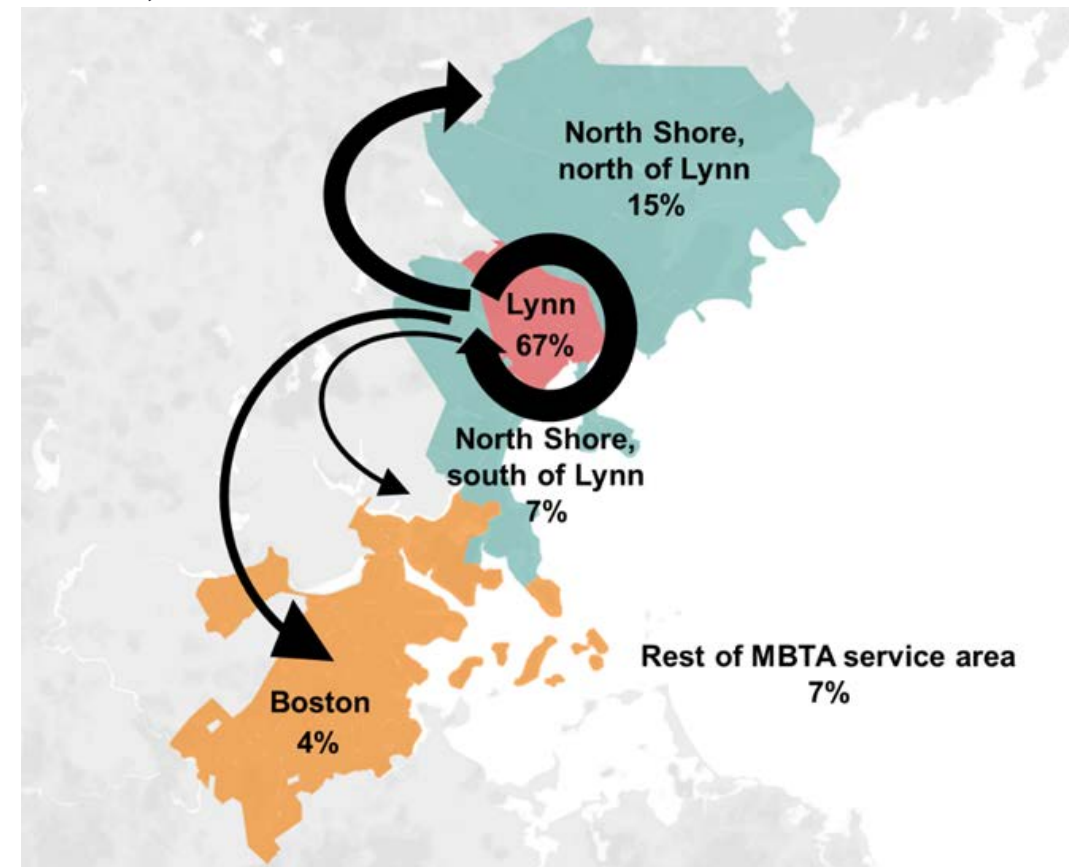


Bus Network Redesign

- Analysis shows three key target markets for potential improvement:
 - Travel within Lynn, especially from **East Lynn and West Lynn** to Central Lynn
 - Peak and off-peak travel within the North Shore – **especially to major generators**
 - Off-peak travel to and from the **Longwood Medical Area and Logan Airport**

The Bus Network Redesign process will incorporate these findings.

Percentage of weekday trips from Lynn to Lynn, North Shore, and Boston



Rail Transformation

- Rail Vision analysis showed that increasing service and reducing fares in Lynn increases projected ridership
- FMCB highlighted improvements to the Environmental Justice Corridor, including service to Lynn:
 - Higher frequency service
 - Electrification
 - Reduced fares

The MBTA Rail Transformation Office to define the scope, feasibility, and timelines, as well as advance the recommendations coming out of the Commuter Rail Fare Zone Study.



Ferry Service Between Lynn and Boston

- Analysis of current market demand found limited potential ridership to support ferry service, mostly pulling from other North Shore Communities.
 - 30-50 estimated daily riders to the Seaport, or 110-120 daily riders to Long Wharf
 - 20% of the riders are expected to be from Lynn
 - Improvement to the surrounding pedestrian and roadway network, nearby development could support a more robust market in the future

The Water Transportation Advisory Council to identify the most effective approach based on the mobility needs of the North Shore.



FEEDBACK?



PUBLIC COMMENT PERIOD

Thank You!

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