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## Bus Lane Details

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### Design Concepts

Four corridors are being recommended for bus lanes as part of the Lynn Transit Action Plan. These include along Western Avenue from the city boundary with Saugus to Market Square, as well as along North Common Street from east of Market Square to the intersection with Franklin Street. Additionally, bus lanes are recommended on Broad Street from Market Street to Chestnut Street and along Route 1A (The Lynnway and North Shore Road) in Lynn and Revere. The Route 1A bus lane would run from Market Street and Lynnway to just east of the bridge to Revere in Lynn, and then resume just west of the bridge in Revere and continue along North Shore Road to Wonderland Station.

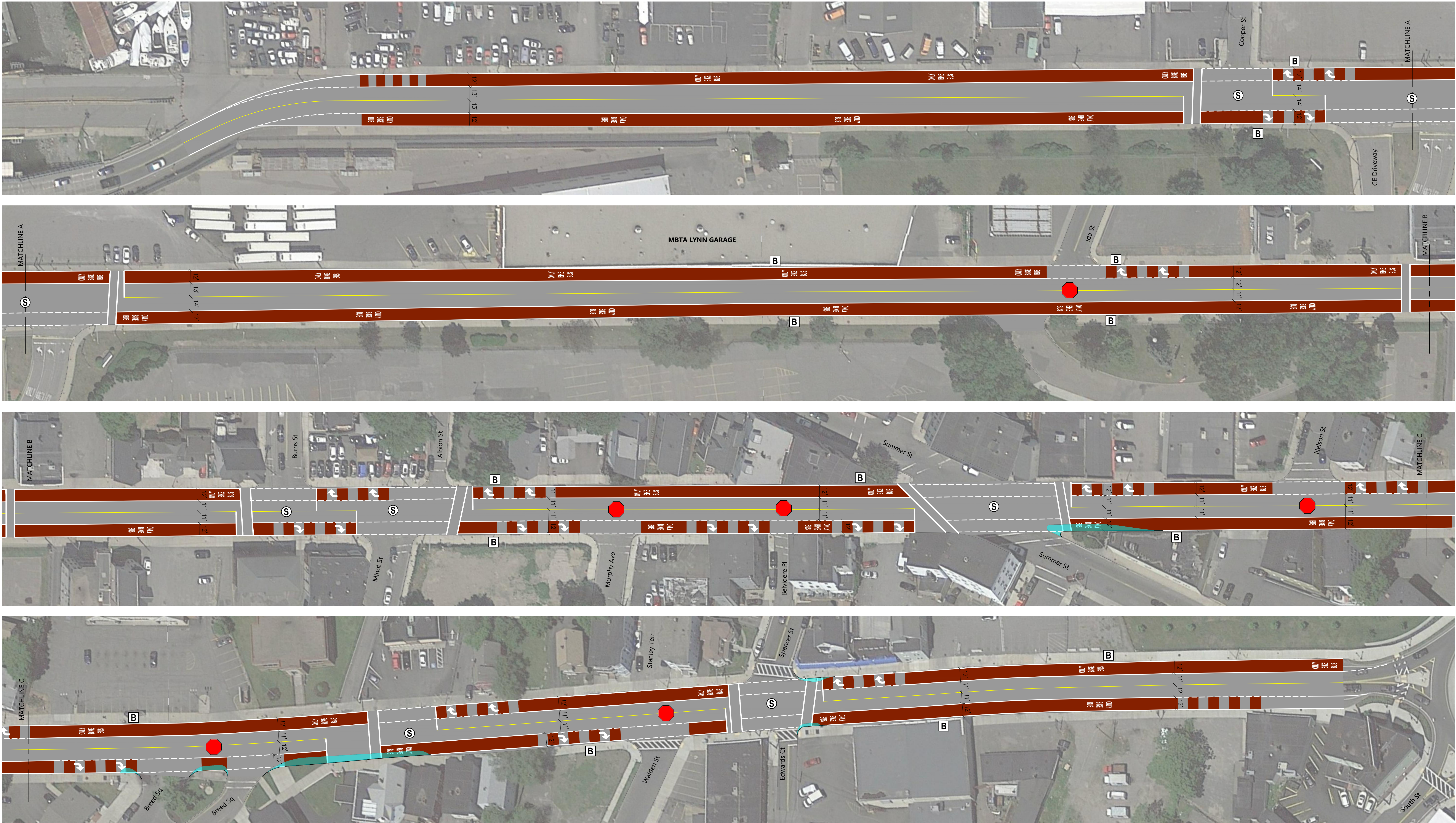
Each of these roadways offer unique challenges in terms of rights-of way, signals, parking, and pedestrian and rider accommodations, and the designs shown in this appendix reflect that. Depending on the context, the designs incorporate center-running or curb-running lanes and some corridors include both. Different accommodations are made for bike lanes, parking, turn lanes and other roadway uses that may impact the travelway. Bus stop locations are called out, as are the potential for additional features such as queue jumps. Potential impacts on the existing roadway are noted as well.

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## Route 107 (Western Avenue) Bus Lane Concepts

The recommended design for Route 107 incorporates curb-running bus lanes in both directions, maintaining one general travel lane in each direction. Some modifications are made to bus stop locations, and some modifications to existing curbs or bumpouts are necessary. Also included is a concept that does not require any curb modifications. For more information on this concept, please see page 39 of the Lynn Transit Action Plan Final Report.





# Route 107 Bus Lane Concept (1)

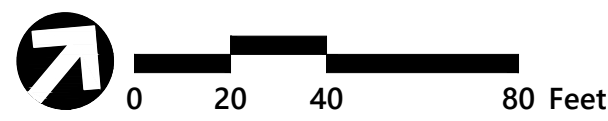
## Lynn Transit Action Plan

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Source:  
Prepared for:  
Date:

### LEGEND

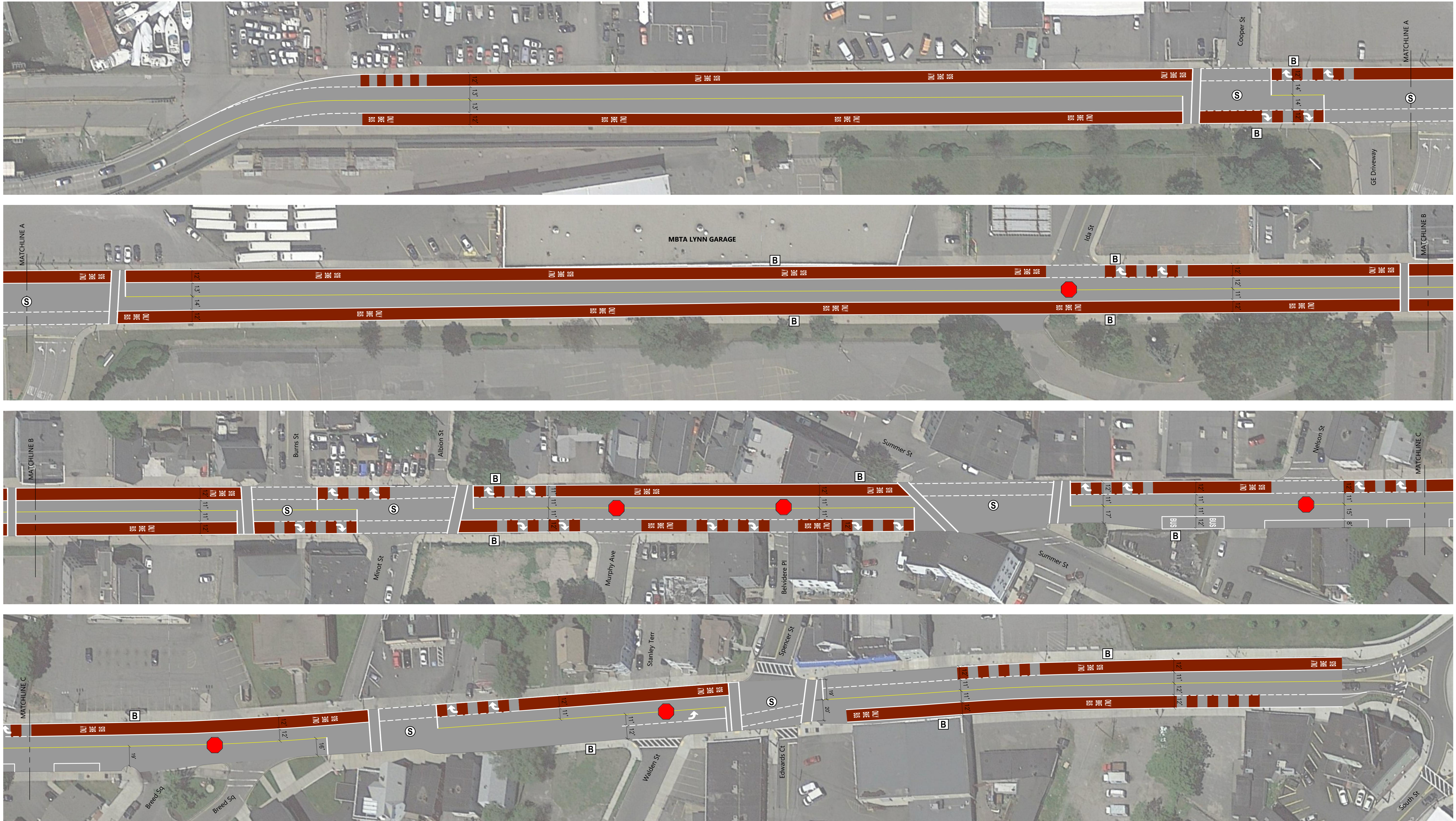
- SIGNALIZED INTERSECTION
- STOP-CONTROLLED INTERSECTION
- BUS STOP
- BUS/BIKE LANE
- IMPACTED CURB BUMPOUT AREA



**LYNN**  
TRANSIT ACTION PLAN







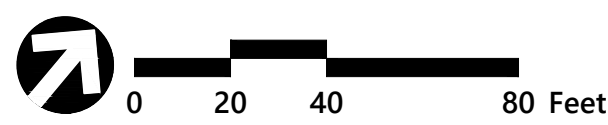
# Route 107 Bus Lane Concept (2)

## Lynn Transit Action Plan

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### LEGEND

- Ⓢ - SIGNALIZED INTERSECTION
- - STOP-CONTROLLED INTERSECTION
- B - BUS STOP
- - BUS/BIKE LANE



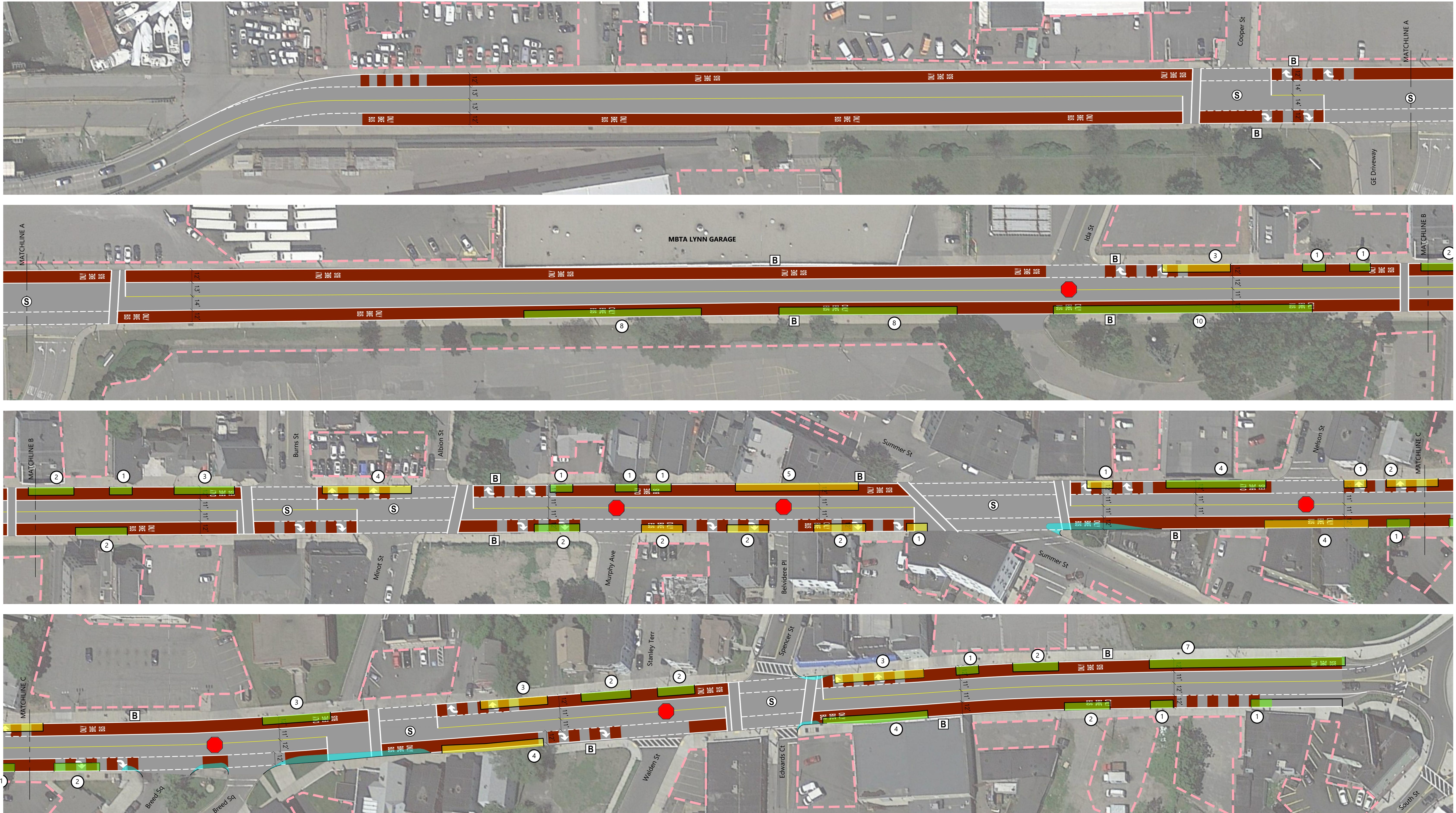


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## Route 107 (Western Avenue) Bus Lane Concept – Parking Impacts

The recommended design of the bus lanes along Route 107 in Lynn would require changes to the existing parking along the roadway. These are detailed in the following concept. The following graphics also highlight adjacent off-street parking and assumed associated land uses with the spaces. The off-street parking identified will need to be further analyzed for opportunity to provide relief from the changes to on-street parking.





# Route 107 Bus Lane Concept (1)

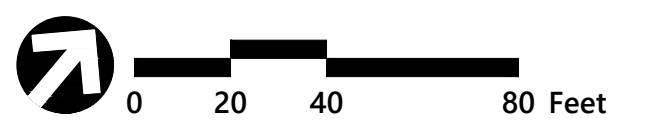
## Lynn Transit Action Plan

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Source:  
Prepared for:  
Date:

### LEGEND

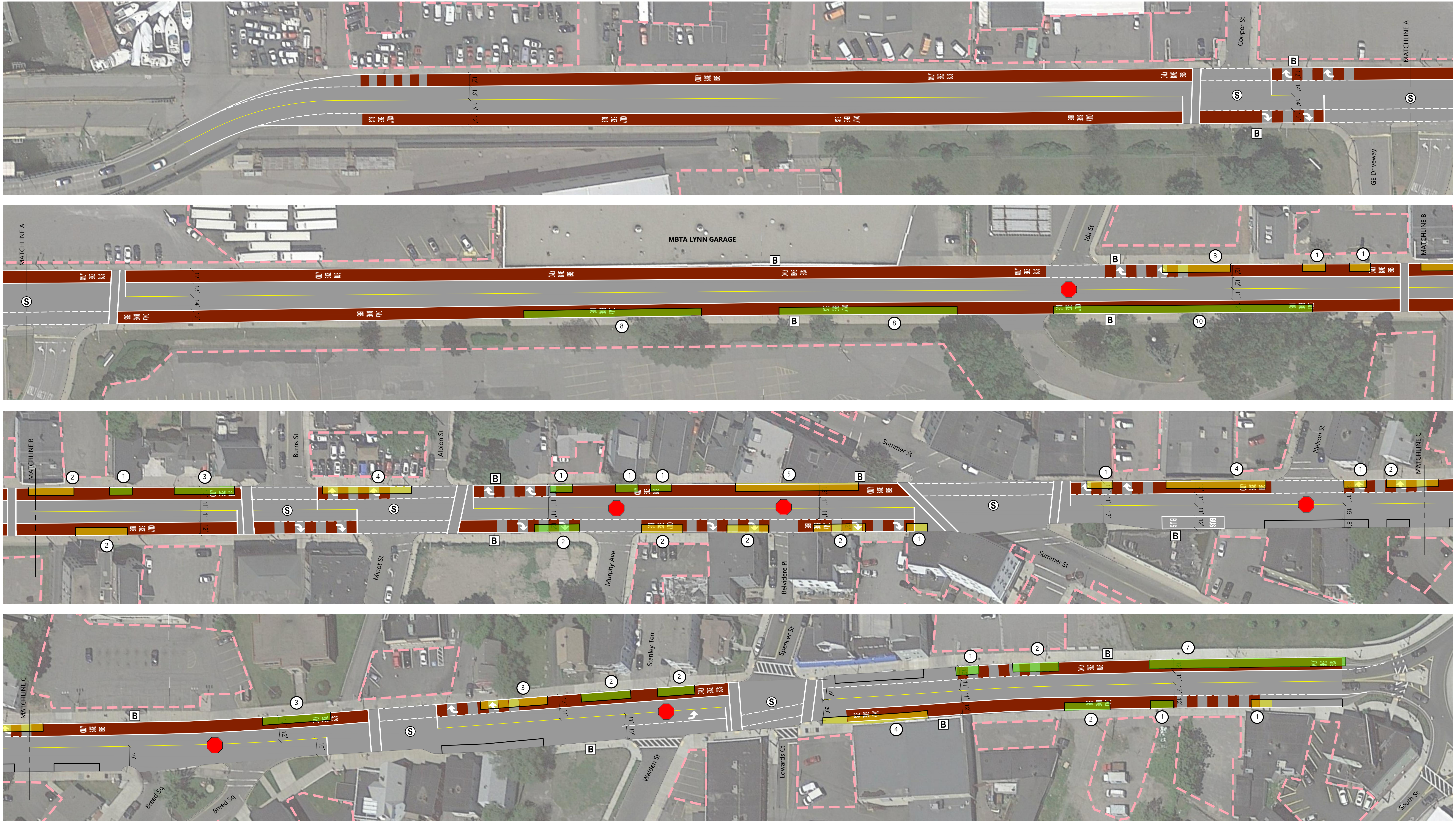
- (S) - SIGNALIZED INTERSECTION
- - STOP-CONTROLLED INTERSECTION
- (B) - BUS STOP
- - BUS/BIKE LANE
- - IMPACTED PARKING (ASSOCIATED LAND USE)
- - IMPACTED PARKING (OFF-STREET PARKING AVAILABLE OR NO ASSOCIATED LAND USE)
- - IMPACTED CURB BUMPOUT AREA
- - - OFF STREET PARKING



**LYNN**  
TRANSIT ACTION PLAN







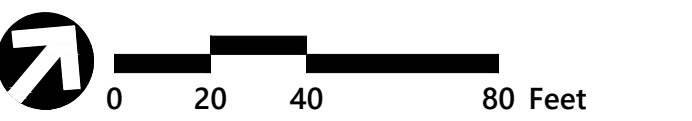
# Route 107 Bus Lane Concept (2)

## Lynn Transit Action Plan

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### LEGEND

- (S) - SIGNALIZED INTERSECTION
- - STOP-CONTROLLED INTERSECTION
- (B) - BUS STOP
- - BUS/BIKE LANE
- - IMPACTED PARKING (NO ASSOCIATED LAND USES)
- - IMPACTED PARKING (ASSOCIATED LAND USES)
- - - OFF STREET PARKING



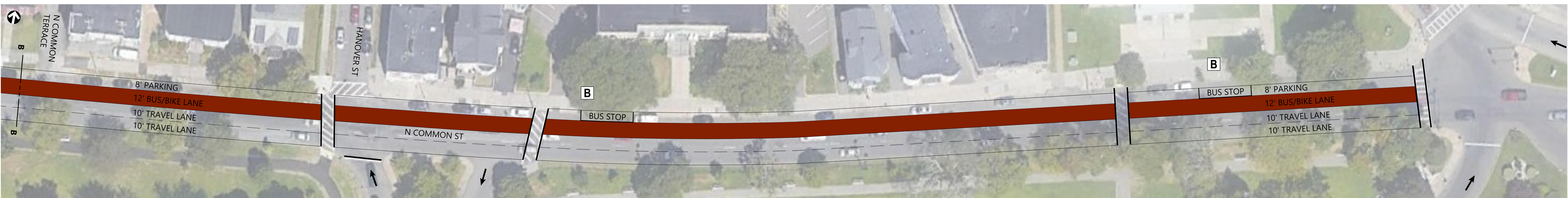
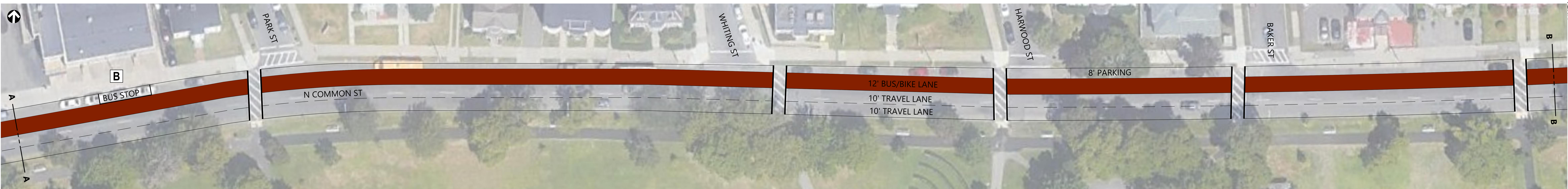
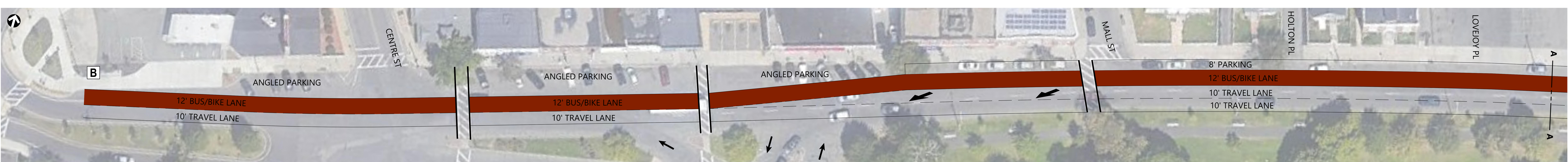


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## North Common Street Bus Lane Concept

The recommended design for North Common Street is a single parking offset bus lane traveling west along the northerly side of the street. This design maintains two general travel lanes and on-street parking along North Common Street for most of its course. For more information on this concept, please see page 47 of the Lynn Transit Action Plan Final Report.





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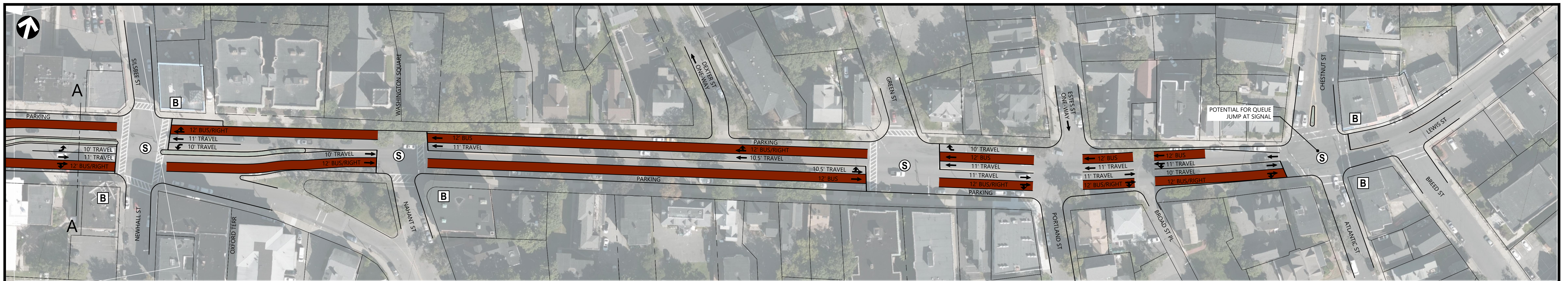
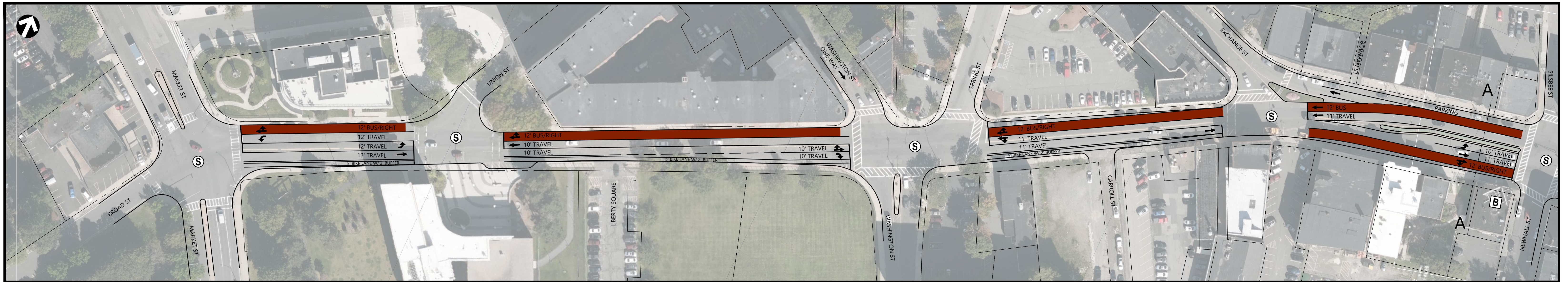
## Broad Street Bus Lane Concept

This concept for Broad Street proposes creating an all-day center-running bus lane or an all-day parking-offset shared bus/bike lane in both directions on Broad Street between Chestnut Street and Exchange Street by adjusting the lane configuration or converting the parking lane for a short stretch. It proposes creating an all-day center-running bus lane or an all-day parking-offset shared bus/bike lane in the southbound direction and a bike lane in the northbound direction on Broad Street between Exchange Street and Market Street (a segment where buses only travel in the southbound direction). Conceptual designs for both options are included. Additional analysis is necessary to finalize the preferred alignment. For more information on this concept, please see page 45 of the Lynn Transit Action Plan Final Report.









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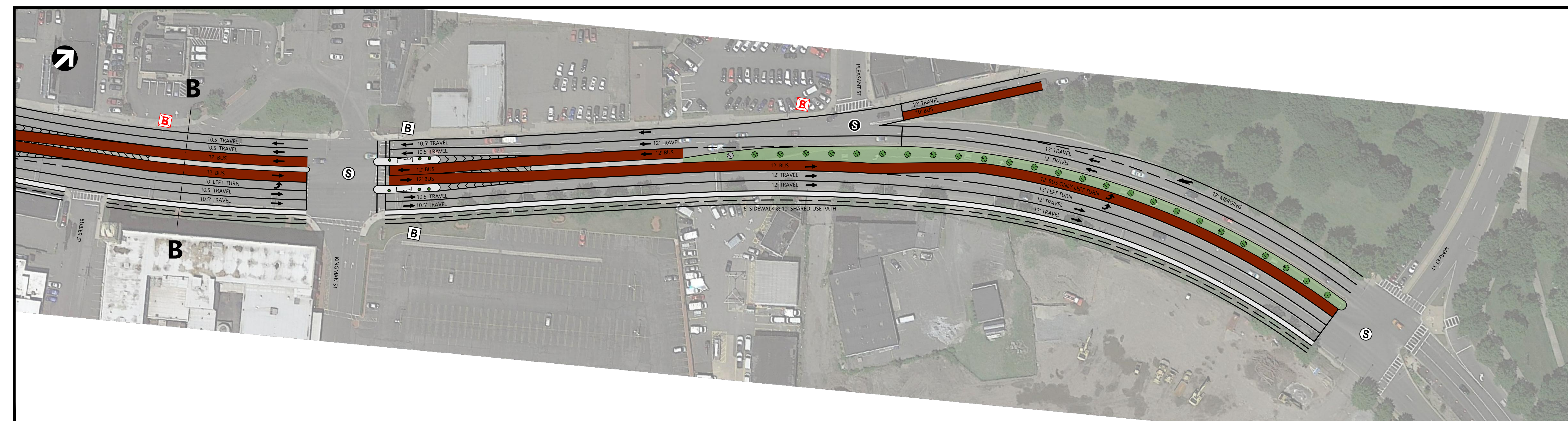
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## Route 1A (Lynnway/North Shore Road) Bus Lane Concept

The recommended design along Route 1A varies over its course. In Lynn, along the Lynnway, the concept includes center-running bus lanes in both directions with island boarding platforms. Depending on the stop location, these platforms would be located either adjacent to each other on one side of an intersection, or offset across an intersection. Two general travel lanes in each direction are maintained on the Lynnway, and turn lanes are included at certain intersections.

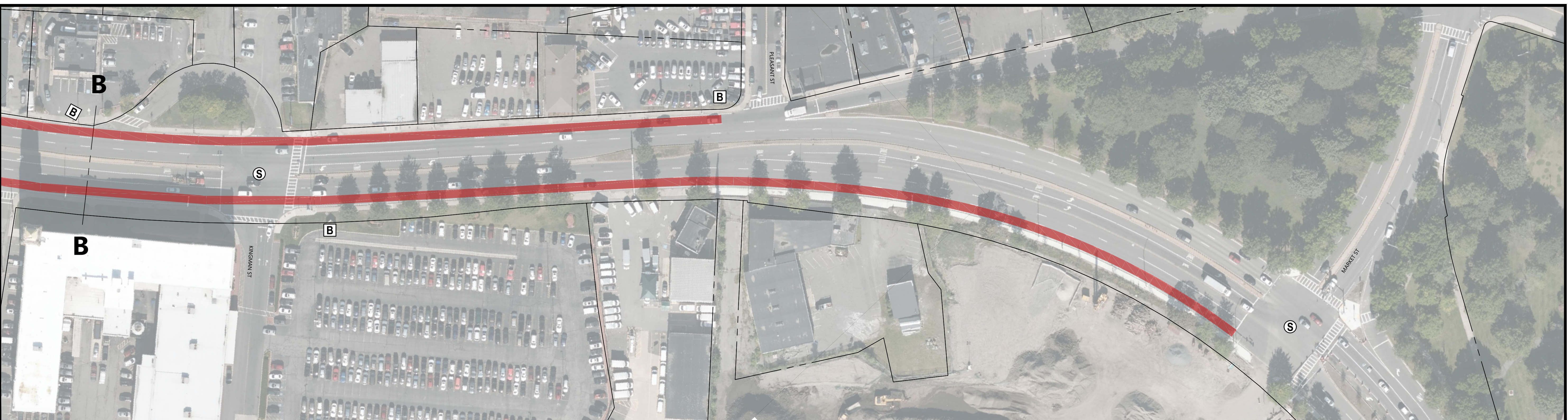
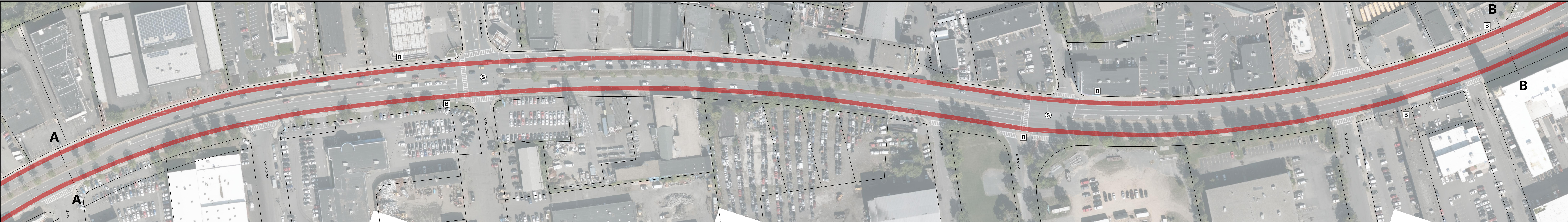
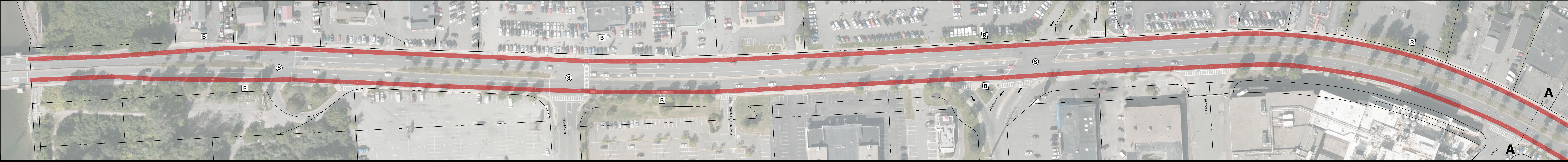
The lane assignment for the General Edwards Bridge will be determined as part of the bridge replacement project. As part of this project, the bus lanes resume in Revere on North Shore Road. The bus lanes in the Revere portion are also center-running with island platforms, with a single general travel lane maintained in each direction, with turn lanes added at certain intersections. Also included are concept designs for two different curb-running bus lane concepts along North Shore Road, one is a traditional approach that replaces the outside travel lane with a bus lane and the other introduces left turns and other traffic calming measures to accommodate more local traffic and reduce cut-through travel. For more information on this concept, please see page 42 of the Lynn Transit Action Plan Final Report.



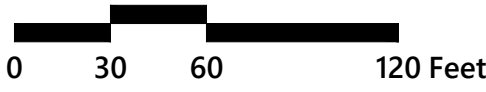


**LYNNWAY (ROUTE 1A) BUS LANE CONCEPT**  
**5/14/2020**





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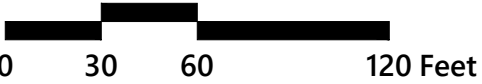


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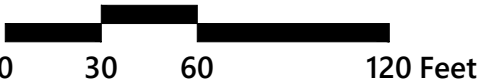
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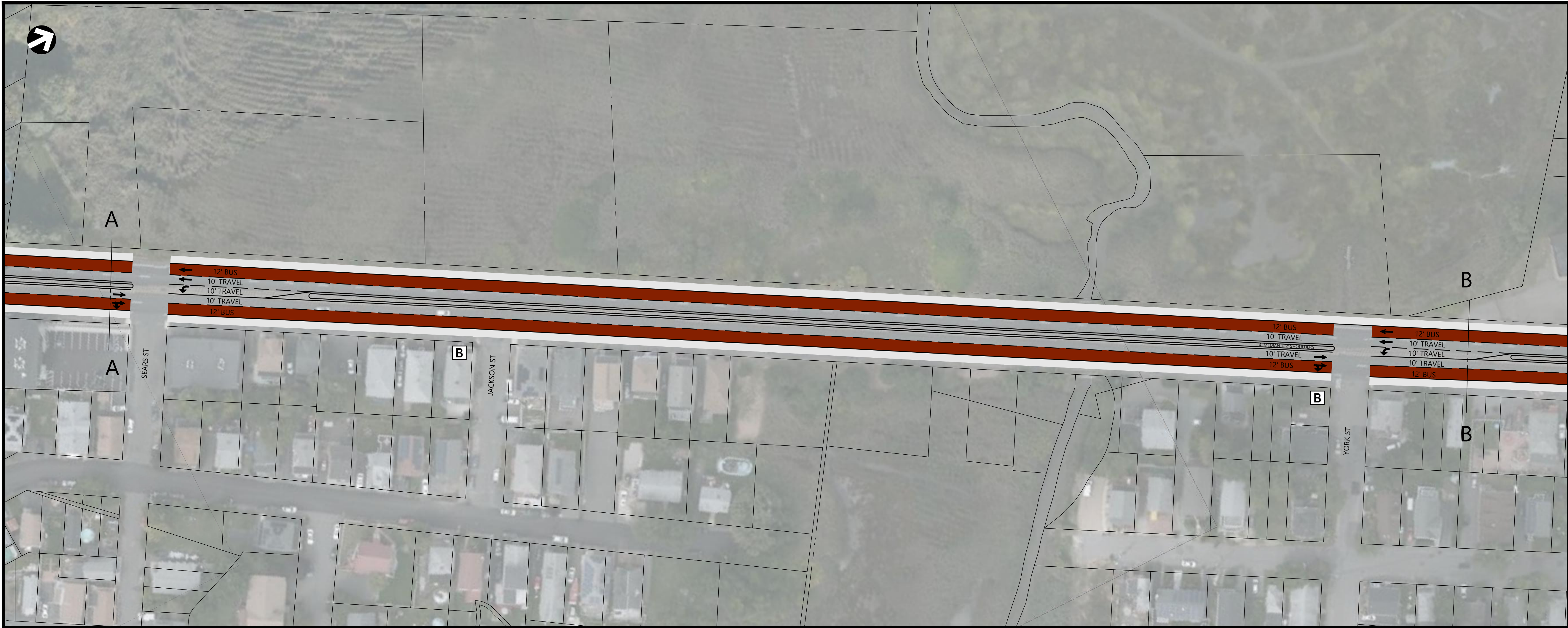




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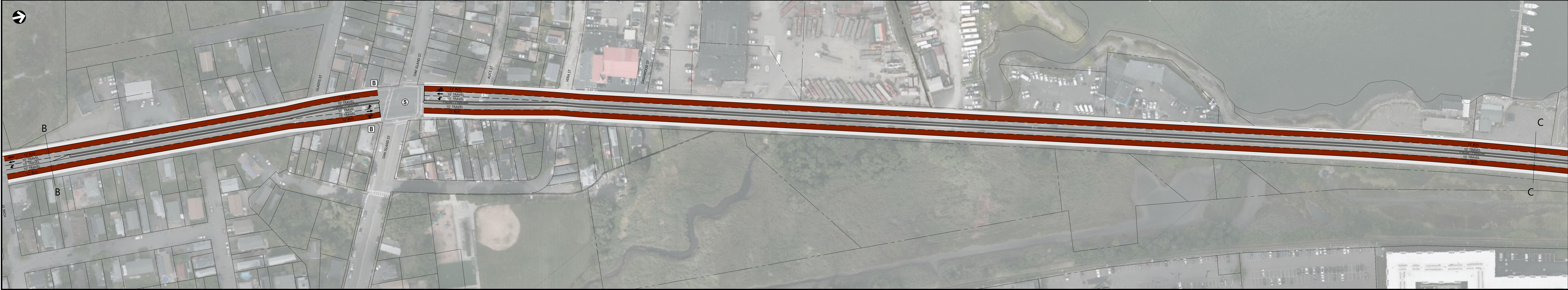




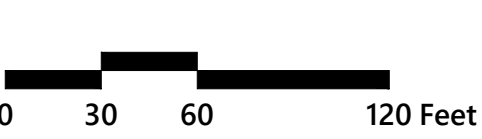


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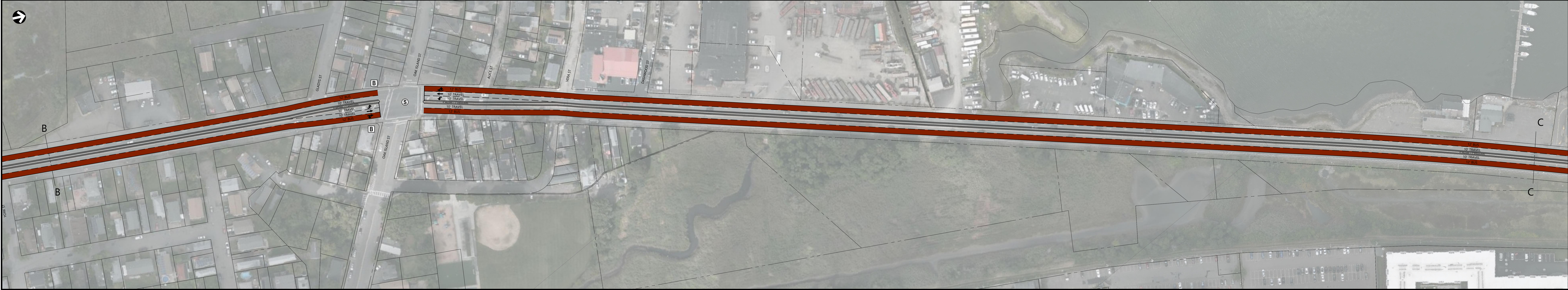




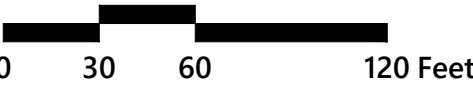


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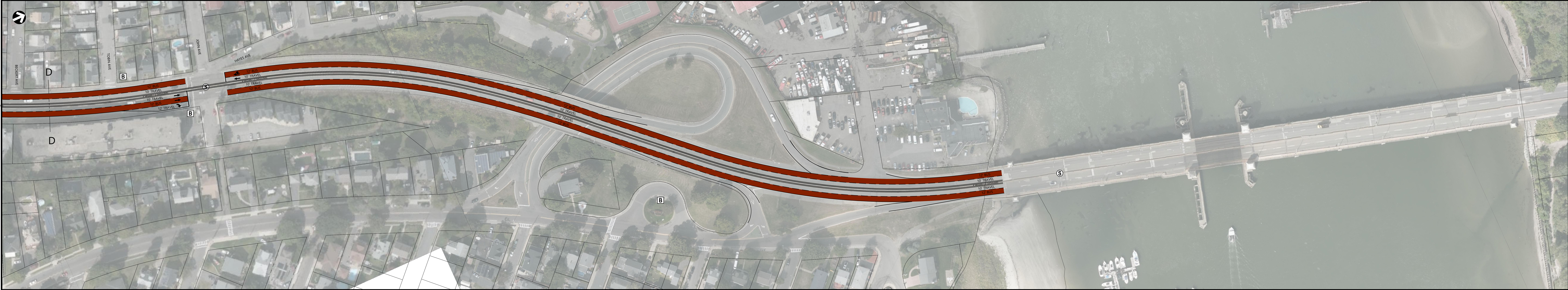




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