

# LYNN



## TRANSIT ACTION PLAN

Advisory Committee Meeting #2

October 2, 2019

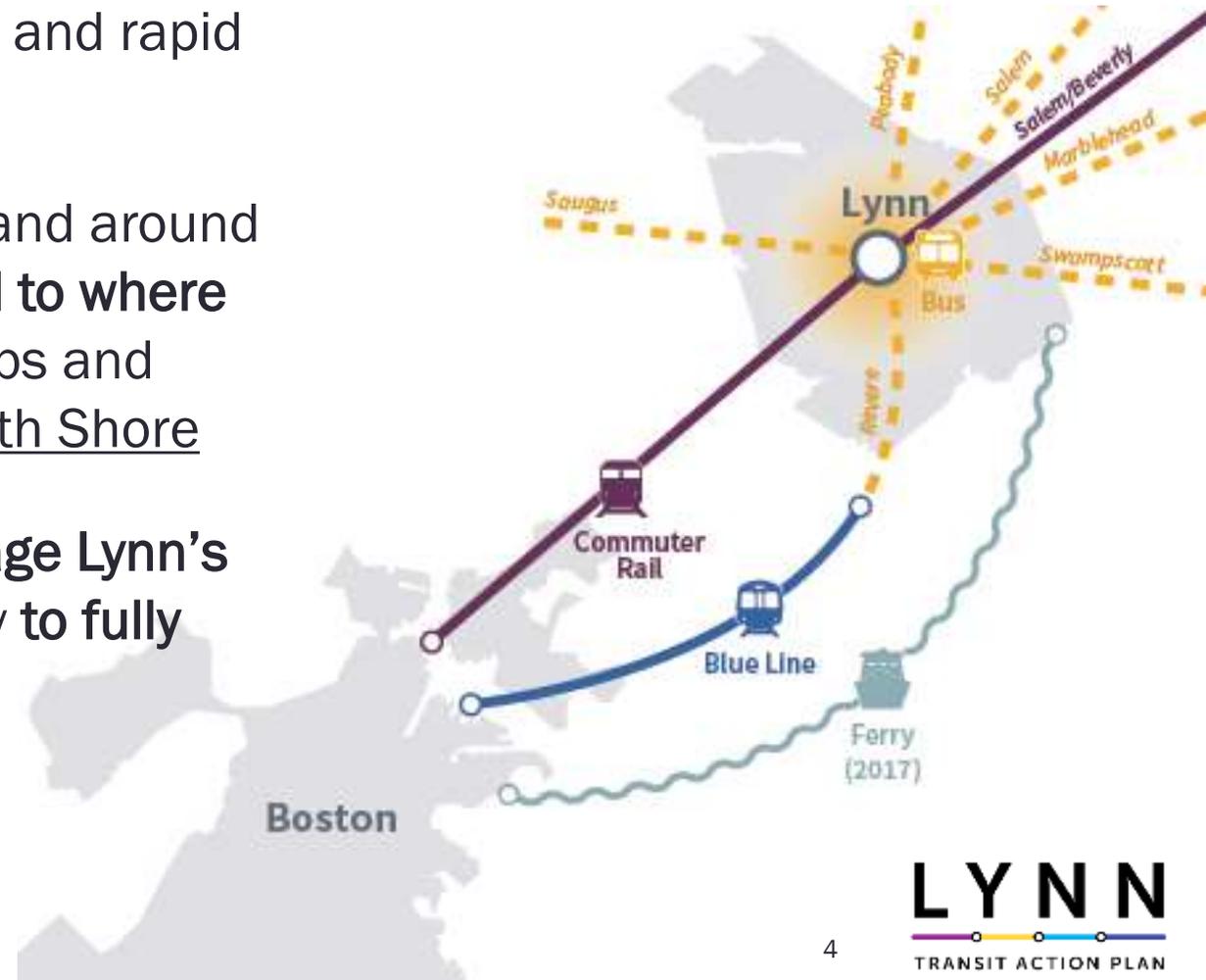
# Agenda

- Goals & Objectives
- Stakeholder Engagement
- Project Findings
- Potential Strategies for Analysis
- Public Comment Period

# Goals & Objectives

# Purpose of the Lynn Transit Action Plan

- Holistically assess transit demand and needs in Lynn across four modes – bus, commuter rail, ferry, and rapid transit
- Identify strategies to make transit services in and around Lynn **faster, more reliable, and better matched to where people need to go** – including employment hubs and resources in Lynn, Boston, and across the North Shore
- Consider how transit improvements can **leverage Lynn's location near Boston** to better position the City to **fully participate in the region's economic growth**



# Goals and Objectives Refresher

Pursue changes and improvements to the transit system that support the 3E's:

**Equity:** Pursue mobility improvements that ensure all users, including **disadvantaged populations**, have high-quality transit that provides access to the resources they need.

**Economic Development:** Pursue mobility improvements that support **the local economy** while improving access to **regional nodes**

**Environment:** Pursue improvements that promote **sustainable transportation choices** and the advancement of **resiliency and GHG reductions**.



# Stakeholder Outreach

# Stakeholder Briefings

- MassINC TTOD Forum presentation
- MBTA Bus Operators at Lynn Garage
- Lynn Schools Superintendent and Transportation Director
- City of Revere Economic Development Director
- City of Lynn Department of Public Health
- City of Lynn Department of Public Works
- City of Lynn Housing Authority
- Mass Senior Action Council
- New Lynn Coalition
- North Shore Latino Business Association
- YMCA

## What we heard?

- Interest in **shorter-term actions**
- Concern about **traffic congestion**
- **Access** to hospital, airport, malls, schools
- Older adults who depend on **The RIDE**
- Lack of **knowledge/information** about current MBTA services
- Bus onboard payment, double parking **contribute to delay**
- Concern about parking availability

# Public Input Survey

- Survey is active until: **10/25/19**
- Survey asks:
  - If/how people use public transit in Lynn
  - What barriers they face to using it
  - What improvements would make using public transit easier
- In-person distribution:
  - High Schools
  - Transit stops
  - Farmers markets and shopping centers

**LYNN**  
TRANSIT ACTION PLAN

## We want to hear from you!

What do you think of public transportation in Lynn?

With your feedback, we'll make changes so our service works better for you.

Take this five-minute survey by October 25, 2019 and you will be entered to win free rides on the T for the month of November!

Visit [www.mbta.com/lynntransit](http://www.mbta.com/lynntransit)  
Or use this code:



*massDOT* 

**LYNN**  
TRANSIT ACTION PLAN

## ¡Queremos saber de ti!

¿Qué opinas del transporte público en Lynn?

Con sus comentarios, haremos cambios para que nuestro servicio funcione mejor para usted.

¡Tome esta encuesta de cinco minutos antes del 25 de octubre de 2019 y se le entrará para ganar viajes gratis en el T para el mes de noviembre!

Visite [www.mbta.com/lynntransit](http://www.mbta.com/lynntransit)  
O utilice este código:



*massDOT* 

**What changes do you want to see on the T?**

Whether you ride the T daily or rarely use public transportation in Lynn, we want to know what types of improvements you think would make using the MBTA easier.

Take this 5-minute survey and you'll be entered to win free rides on the T for the month of November.

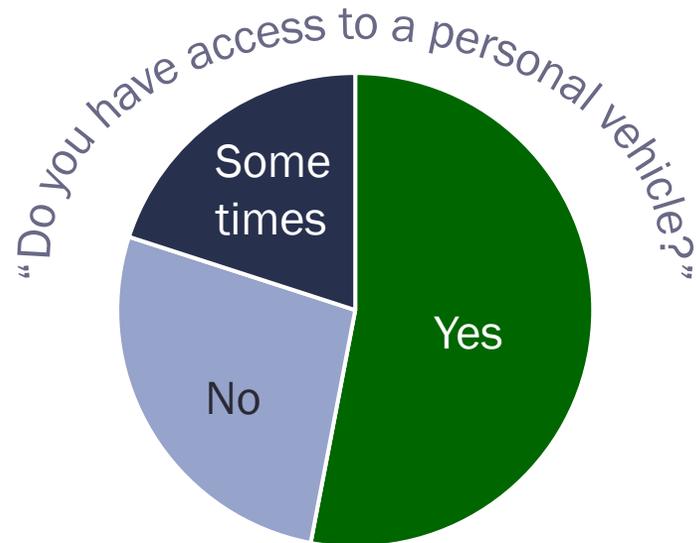
[Start the survey](#)

<https://www.surveymonkey.com/r/LynnTransit>

# Public Input Survey

Top reasons Respondents Don't Take the T:

- Service is too infrequent
- I prefer to drive
- My trip would take too long
- There are no direct routes to my destination

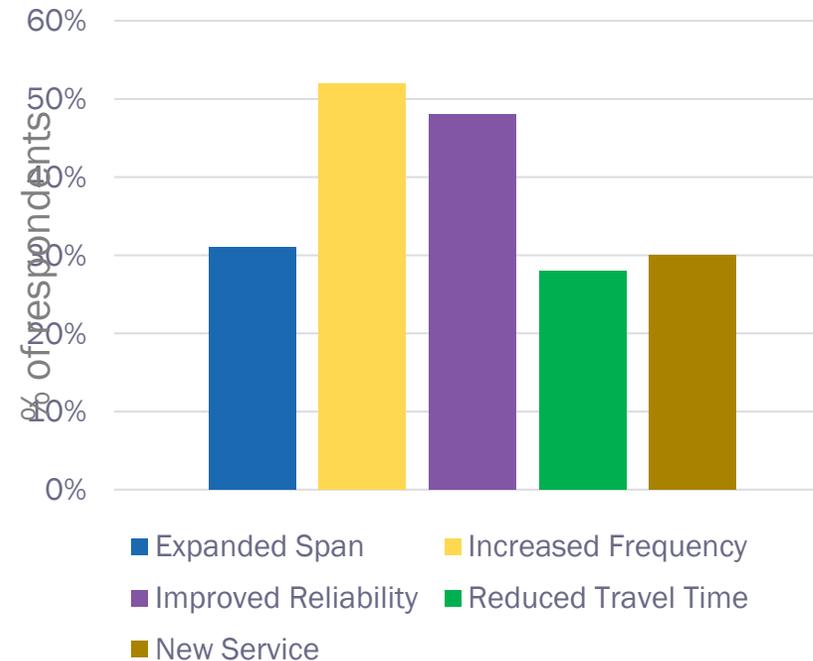


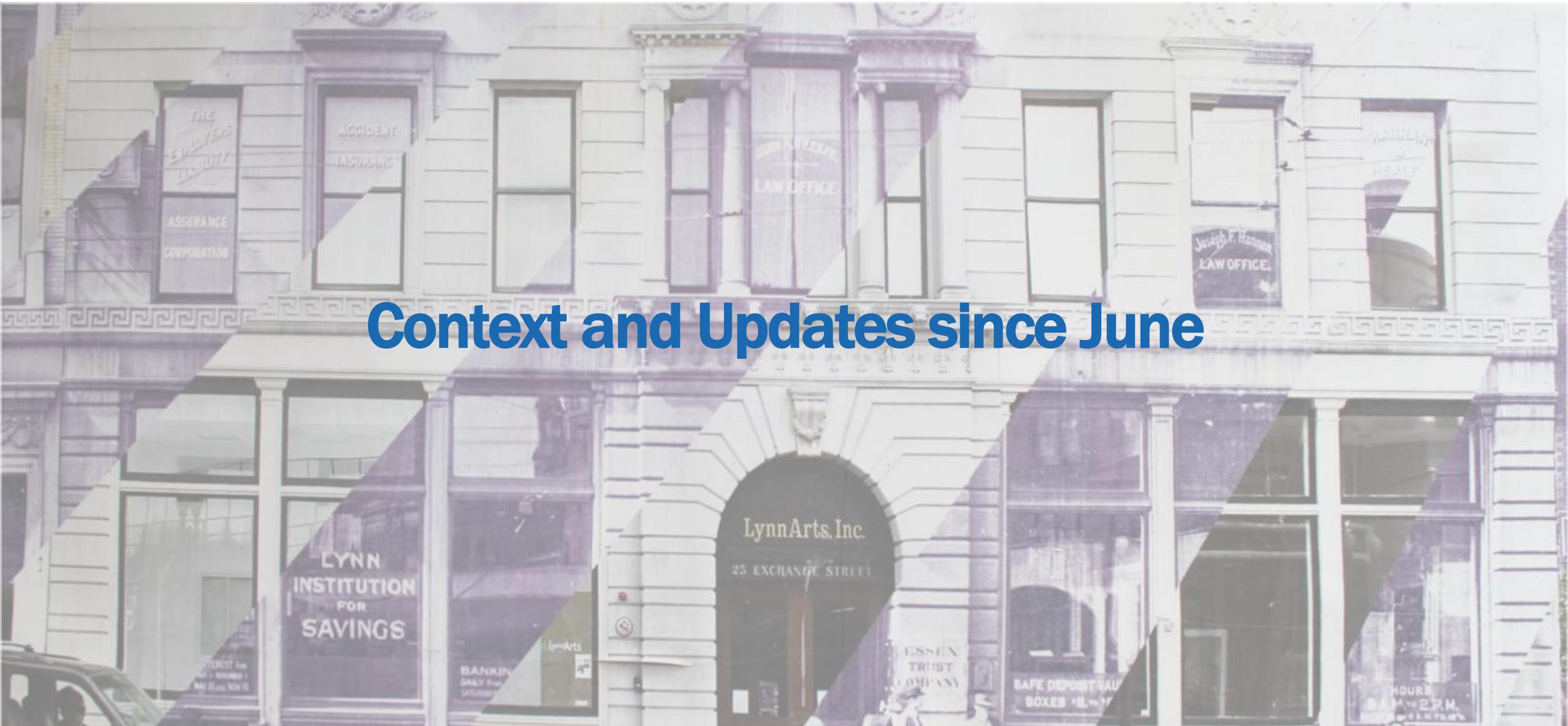
## 415 Total Responses

(as of 9/27/19)

- 92% of responses in English
- 6% of responses in Spanish

## Top 5 Aspects of the MBTA to Improve (%)





# Context and Updates since June

# Recent Initiatives/Plans

- Congestion in the Commonwealth Report identified Lynn/Boston corridor is one of the most consistently congested corridors
- Transportation Bond Bill filed, pending further action
- Better Bus changes implemented September 1
- Rail Vision study ongoing, providing insight into demand and costs associated with higher frequency rail



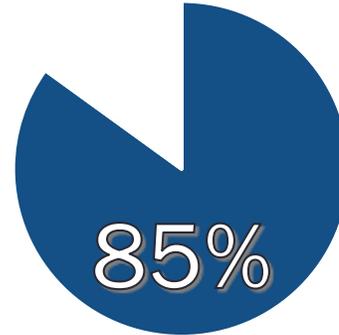
# Previous / Ongoing Studies – Key Takeaways

- Population of Lynn continues to grow, 80-100 new units/year with greater growth on the horizon
- 70% of Lynn residents work out of the city and 50% of Lynn jobs are filled by commuters, which highlights the need for better transit
- Transit improvements should focus on north shore region, not just connections to Boston
- Lynn has been identified as a Gateway City that is prime to support Transit Oriented Development due to its proximity to Boston and Commuter Rail Access

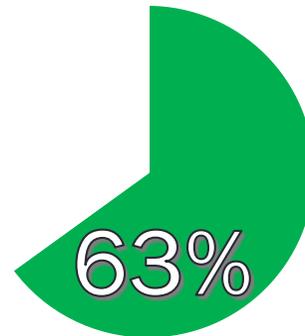


# Existing Conditions Findings

# Preliminary Analysis of Existing Travel Patterns



of all weekday trips that originate in Lynn end in the North Shore



of all weekday trips that originate in Lynn end in Lynn

## Potential Attractions in Top Destination Block Groups

- Shopping centers in Salem and Swampscott
- Salem Hospital
- North Shore Mall and office park in Peabody
- Square One Mall and commercial area in Saugus
- Northgate Mall in Revere

# Preliminary Analysis of Morning Travel for Trips that Start in Lynn

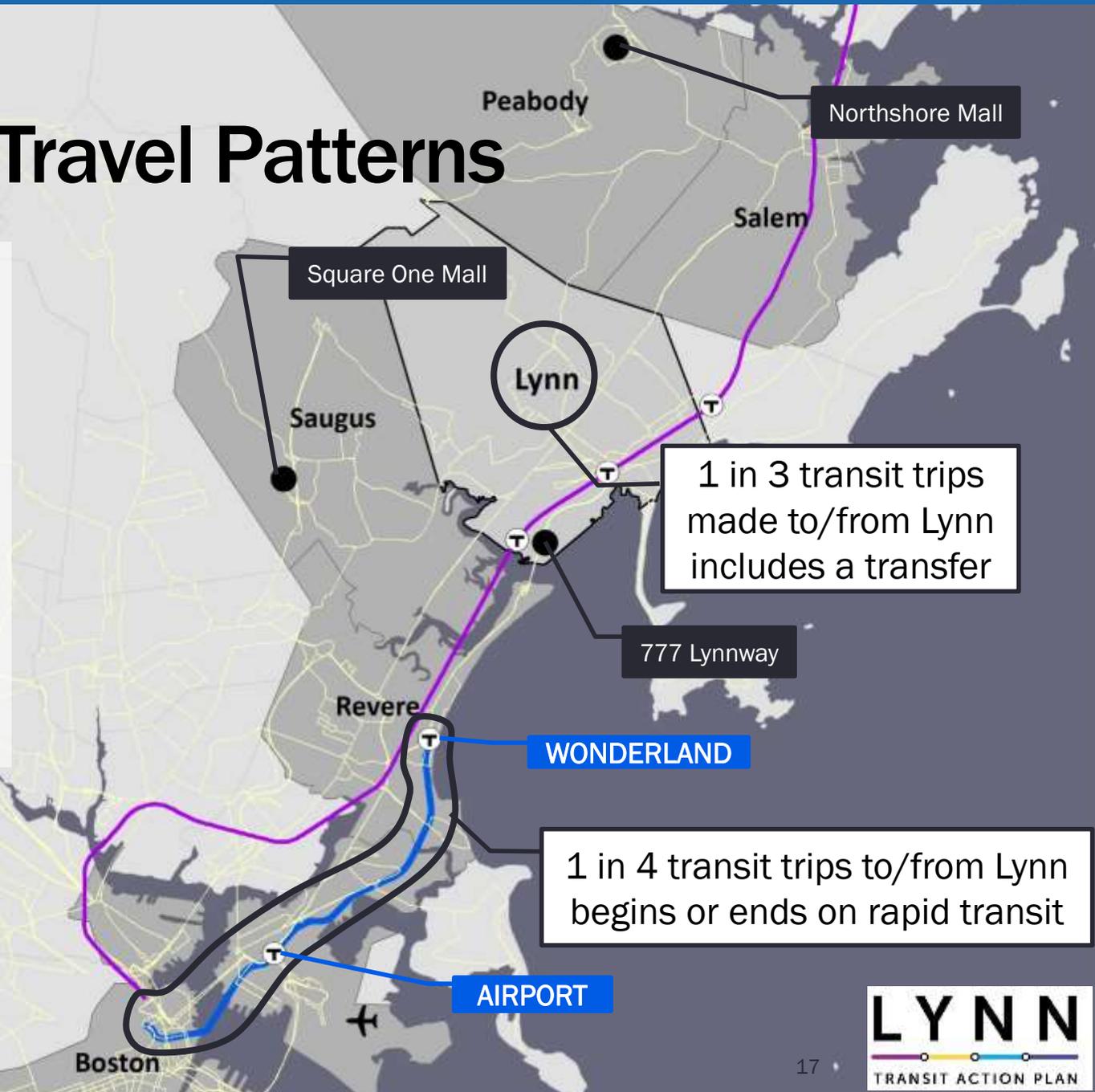
Destinations	3am – 7am Approx. #Trips	3am – 7am Percent of Trips	7am – 9am Approx. #Trips	7am – 9am Percent of Trips
Lynn	12,000	43%	22,500	60%
Other North Shore Communities	6,500	24%	8,900	24%
Boston (except East Boston), Cambridge, Somerville, Brookline	3,000	11%	2,000	5%
East Boston, Chelsea, Malden, Everett	1,900	7%	1,500	4%
Other locations	4,300	15%	2,900	7%
Total	27,700	100%	37,800	100%

# What do we know about how people get around?

- The Location-Based Service data
  - On average +/-295,000 weekday trips begin within the boundaries of the city of Lynn
  - These trips include driving, taking transit, walking, biking, and other modes of transportation
- MBTA ridership data
  - 7,000 average daily weekday bus boardings
  - 600 average daily commuter rail boardings
- Key bus users include middle/high school students, older adults, people accessing work and resources at regional centers (malls, Salem, etc.)
- Driving is a key mode to consider, including driving alone, carpooling, and using taxis/Ubers/Lyfts
  - Department of Public Utilities reports approximately 2,700 weekday trips occur on TNCs in Lynn

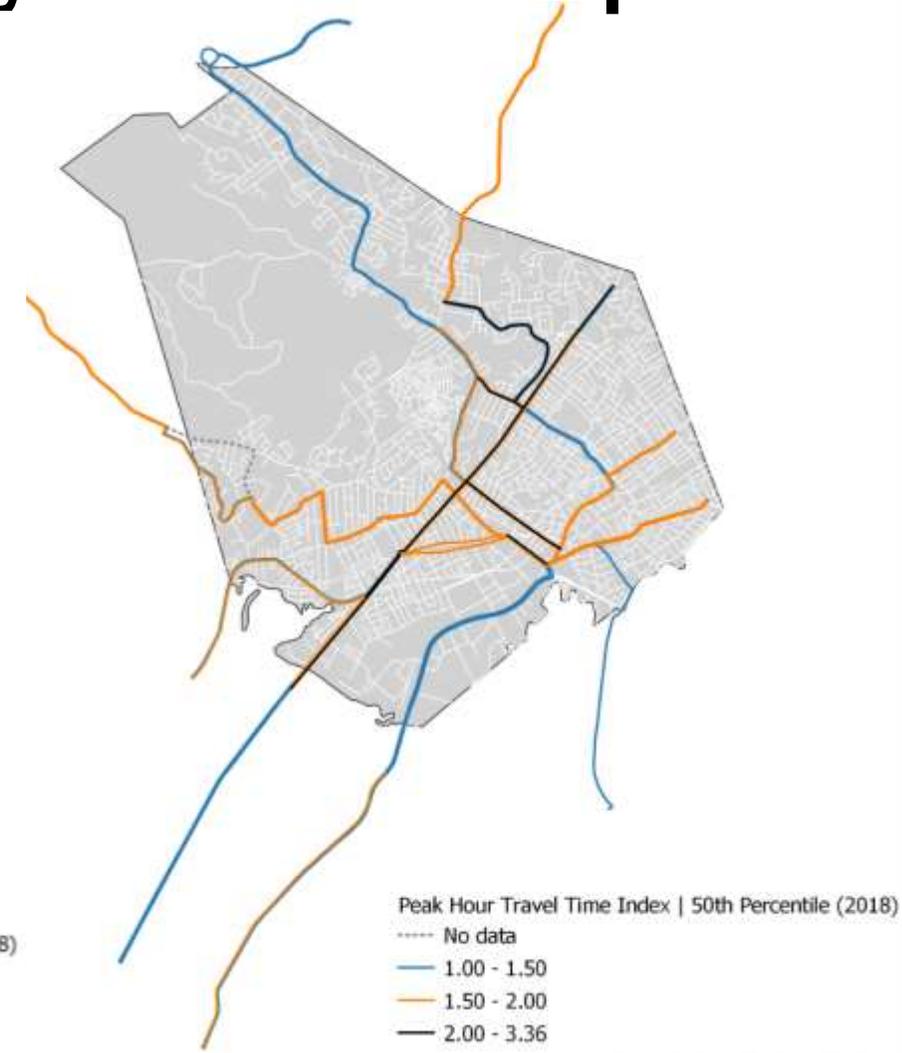
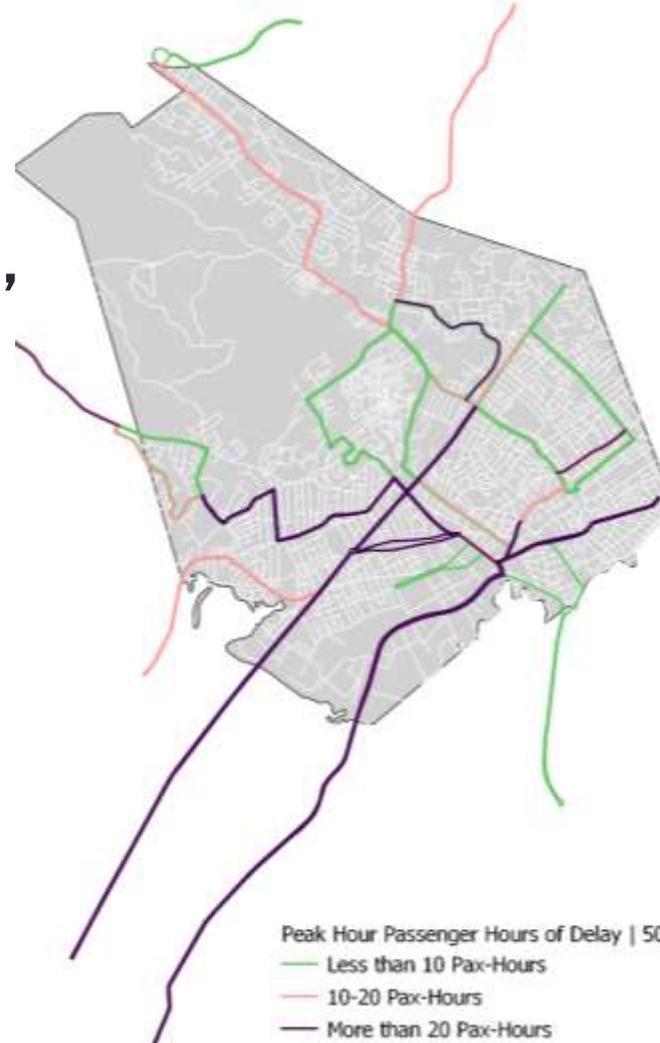
# Existing Bus + Subway Travel Patterns

- Travel patterns identified in MBTA origin-destination pattern dataset
  - Nearly 1 in 3 trips starting in Lynn ends in Lynn
  - Intra-Lynn trips highest during the midday and morning periods, especially during the early afternoon (1-4pm)
  - Airport Blue Line stop popular in the evening periods, as well as on the weekend
  - Shopping centers rank highly on weekends and evenings



# Existing Bus Conditions – Bus Delay and Ridership

- Corridors with high passenger-hours of delay include **Route 107, Route 1A, Common St, Market St, Broad St, Boston St**
- Corridors with the highest peak hour travel time index include **Route 107, Market St, Washington St**



# Existing Commuter Rail Conditions

- Commuter Rail Usage

- Existing frequency at Lynn is every **15-30 minutes during peak** and every 30-80 minutes during off-peak periods.
- Lynn averages approximately **600 Commuter Rail riders per day**, with about 2/3 of trips to/from Boston or Chelsea.
- Peak hour Newburyport/Rockport Trains **frequently operate at or above capacity**
- Lynn Commuter Rail Parking Garage has considerable available capacity

Month	Occupancy Averages								Days in Month with Occupancy of:			
	Total	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	< 50%	50% - 75%	75% - 90%	> 90%
July	44%	47%	46%	48%	46%	43%	38%	39%	29	2	0	0
August	44%	46%	47%	47%	46%	44%	39%	40%	31	0	0	0
September	46%	51%	50%	52%	51%	47%	38%	39%	18	12	0	0
October	49%	51%	52%	54%	53%	48%	40%	42%	13	18	0	0
November	50%	54%	54%	54%	52%	48%	41%	44%	13	17	0	0
December	48%	49%	52%	53%	53%	49%	41%	44%	18	13	0	0
January	52%	53%	54%	55%	54%	52%	51%	44%	10	20	1	0
February	54%	54%	70%	60%	54%	53%	42%	44%	10	18	0	1
March	47%	50%	50%	51%	49%	48%	43%	44%	19	12	0	0
April	50%	52%	53%	55%	52%	50%	42%	43%	11	19	0	0
May	51%	52%	55%	55%	54%	51%	44%	45%	10	21	0	0

Note: Tuesday February 12th there was a street parking ban in Lynn. During this time the garage was free to park in.

# Key Takeaways – Discussion on Priority

## Mobility –

- The data analysis and stakeholder input show that people currently primarily travel within Lynn and to nearby North Shore cities and towns and those trips primarily occur on modes other than transit.
- Changes to infrastructure and service could **make transit, walking, and biking more attractive for completing a larger portion of these trips.**

## Access –

- The corridors and services connecting to downtown Boston and the surrounding area provide access to the many jobs and resources in that part of the region. Currently, a relatively small portion of travel occurs between Lynn and these areas.
- Changes to frequency, travel time, and cost could **spur more trips from existing residents, and attract more people and businesses to Lynn.**



What is this group's priority?

# Potential Strategies for Analysis



# Strategies For Analysis

- Dedicated Bus Lanes:
  - **Western Ave/Route 107**
  - Common Street/Market Street
  - Broad Street
  - **Lynnway/Route 1A**
- **Additional Commuter Rail Service**
- Transit Signal Priority (TSP): Market Street, Washington Street, Full Bus Routes
- Blue Line Extension to Lynn\*
- Restored Ferry Service to Boston\*\*
- Improved Access to CharlieCards
- Improved Amenities at Bus Stops

\*Conducted under separate feasibility study

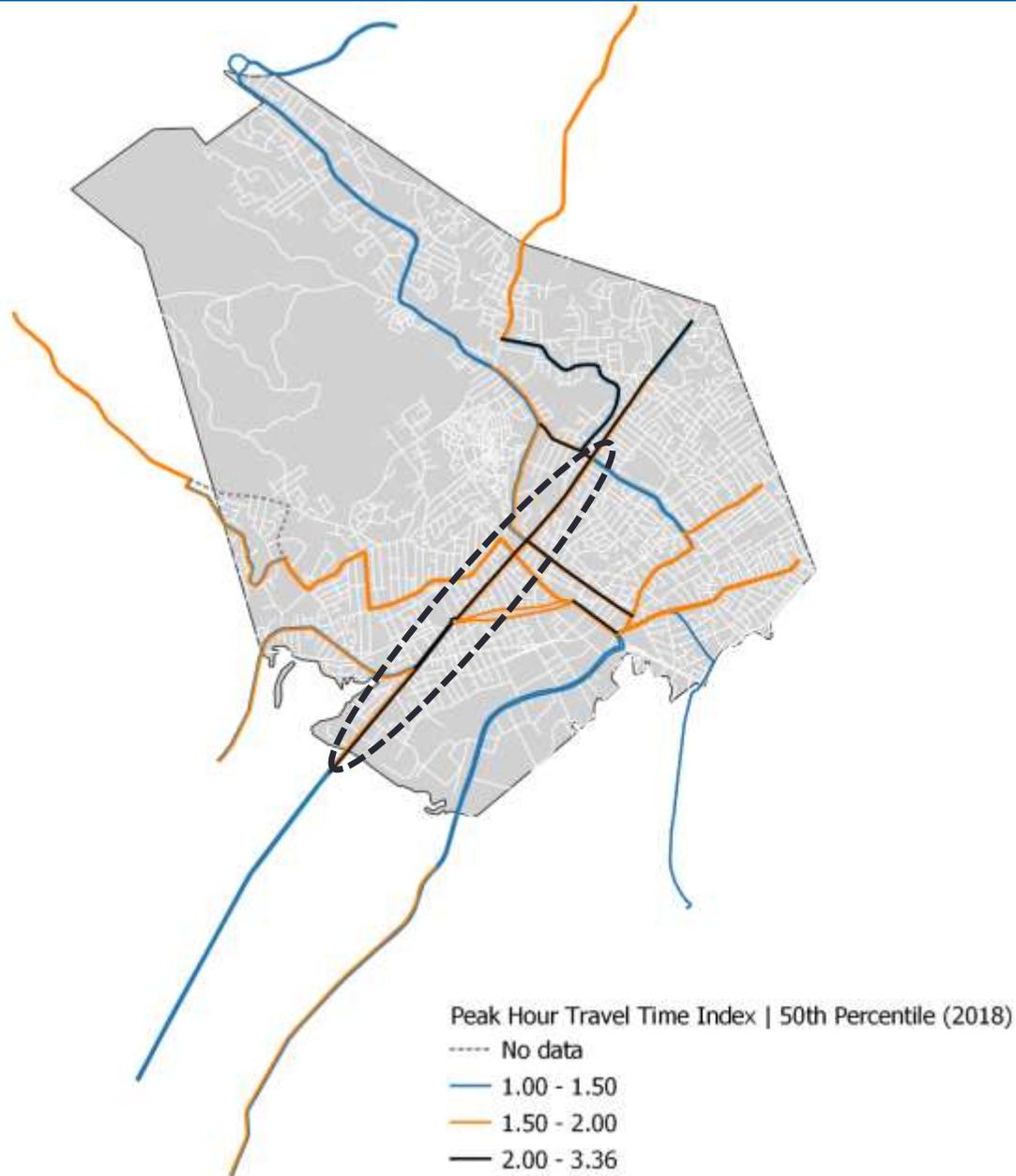
\*\*Lynn has recently submitted a pilot proposal

# WESTERN AVE (ROUTE 107)

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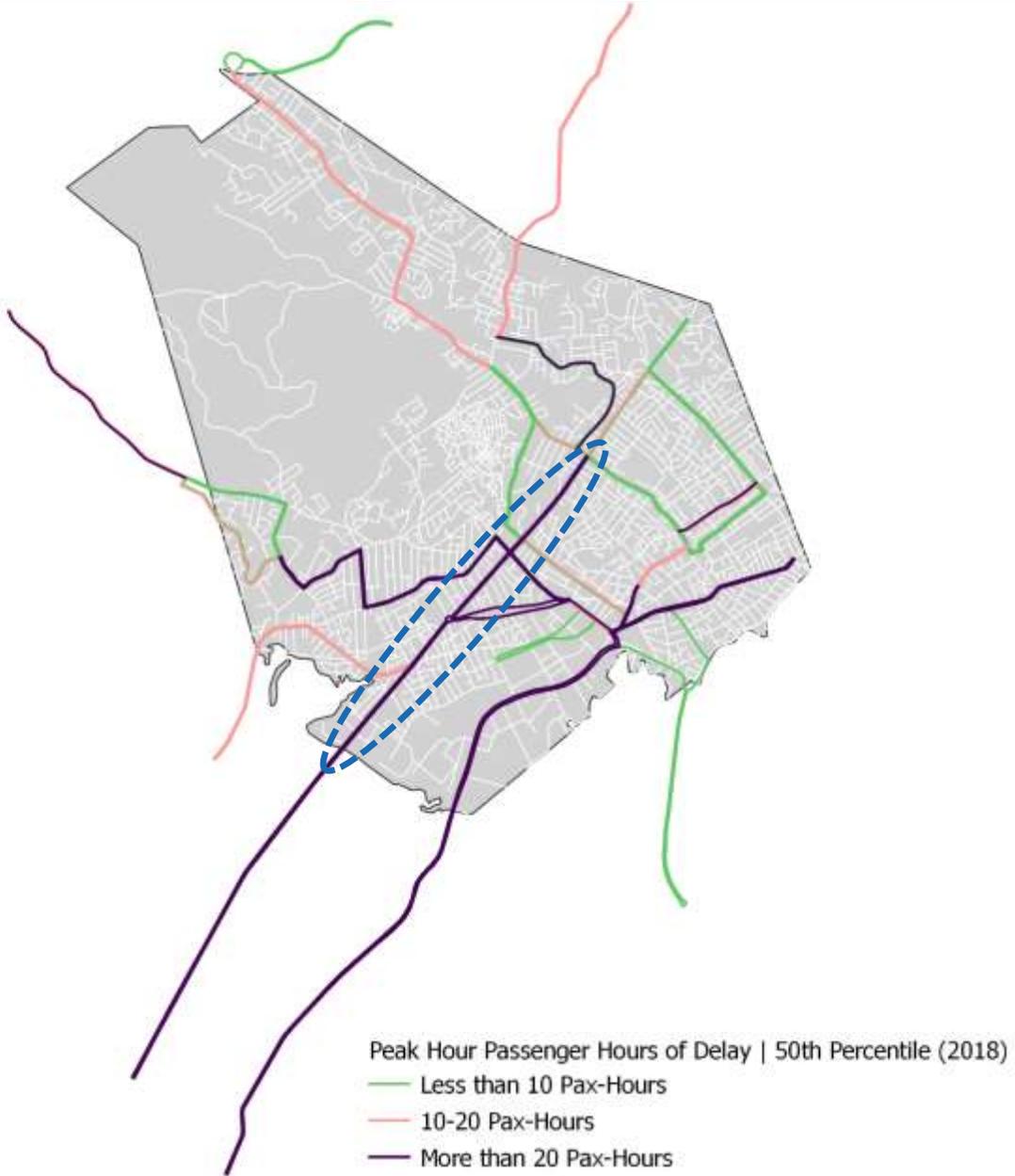
# Case for a Bus Lane

- Moderate level of congestion between Belden Bly Bridge and MBTA Lynn Garage based on peak travel time index
- High level of congestion between MBTA Lynn Garage and Chestnut Street based on peak travel time index
  - Travel time index is computed as the 50<sup>th</sup> percentile travel time divided by the free flow travel time



# Case for a Bus Lane

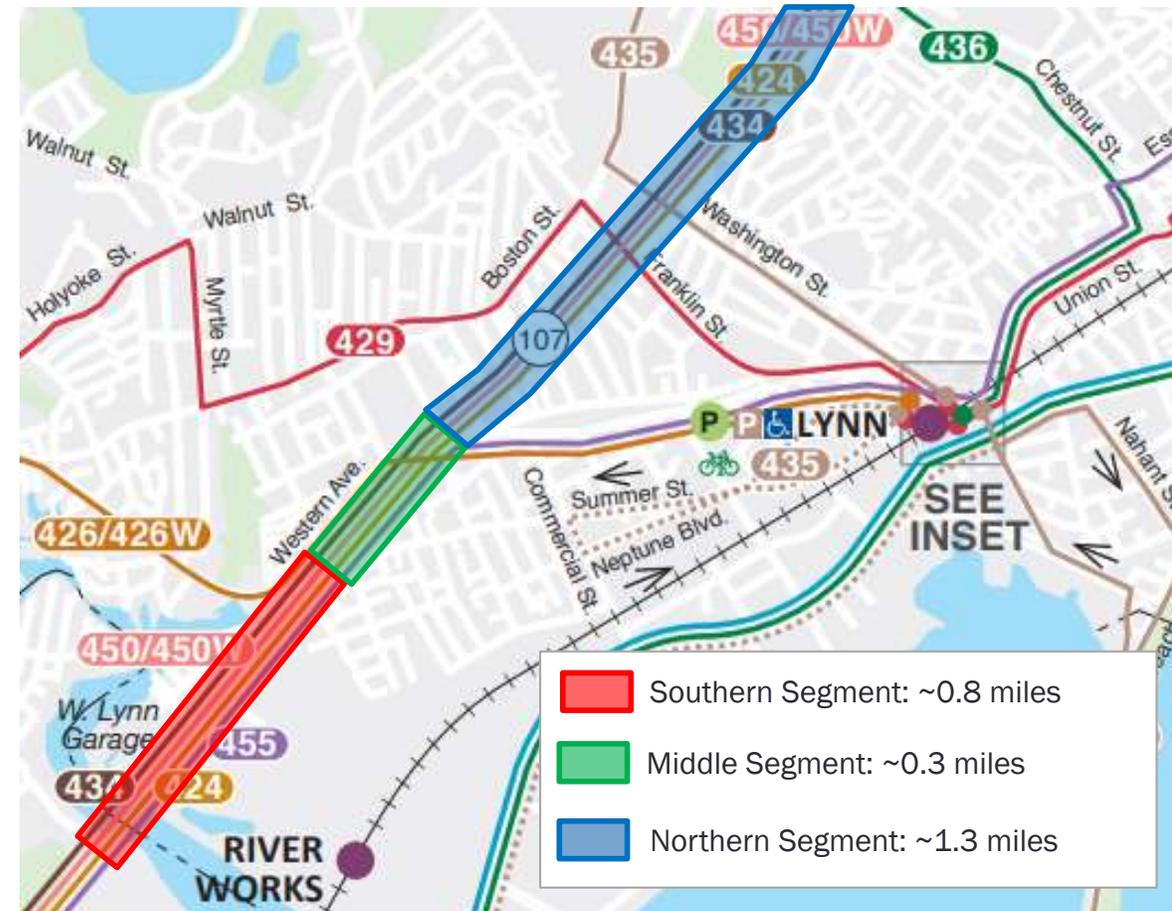
- Level of congestion coupled with high ridership on segment results in high aggregated passenger delay



# Overview of the Route 107 Corridor

- **Route 424/424W:** Lynn to Wonderland
- **Route 426/426W:** Lynn to Haymarket/Wonderland
- **Route 434:** Peabody to Haymarket
- **Route 450/450W:** Salem to Haymarket/Wonderland
- **Route 455:** Salem to Wonderland

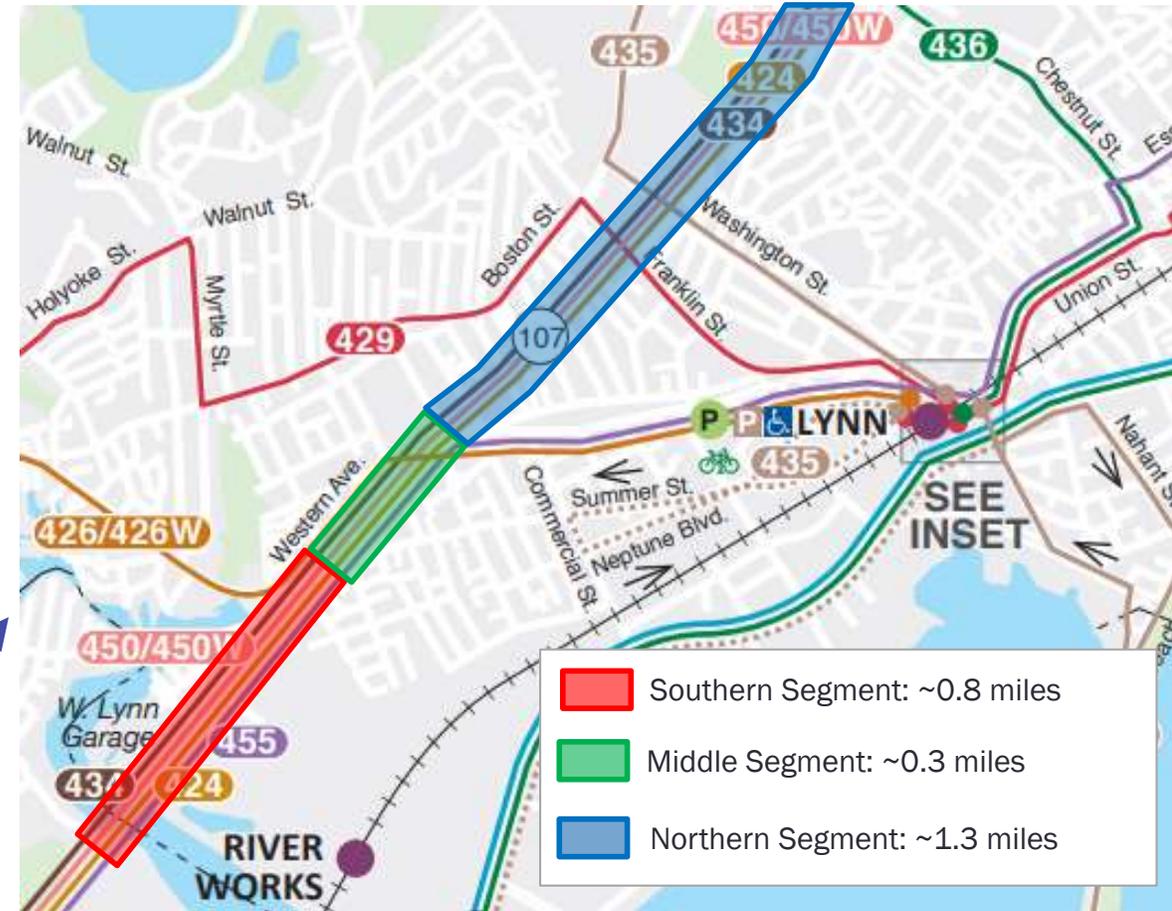
*Note: Variants on Route 436, 441, 442, and 456 also use Route 107, but with limited service. The majority of service on these routes use other corridors.*



# Overview of the Route 107 Corridor

- Scheduled Fall 2019 weekday *trips* using Route 107:

Segment	Revenue	Non-Revenue	Total
<b>SOUTHBOUND</b>			
Southern	79 trips	78 trips	<b>157 trips</b>
Middle	104 trips	28 trips	<b>132 trips</b>
Northern	29 trips	0 trips	<b>29 trips</b>
<b>NORTHBOUND</b>			
Southern	75 trips	91 trips	<b>166 trips</b>
Middle	109 trips	34 trips	<b>143 trips</b>
Northern	33 trips	0 trips	<b>33 trips</b>



*\*Notes: Includes two southbound trips on Route 436, two northbound trips on Route 441, two southbound trips and one northbound trip on Route 442, and one northbound trip on Route 456. These are route variants, as noted on the previous slide.*

*Estimates based on Fall 2019 schedules, applying conservative routing assumptions.*

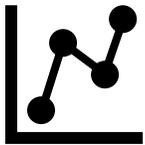
# Preliminary Southern Segment Metrics



## • Peak Delay per Trip

- 50<sup>th</sup> percentile: up to 4 minutes
- 90<sup>th</sup> percentile: up to 8 minutes

*Note: Values are for the most delayed hour/direction*



## • Travel Time Index

- AM Peak: 2.19
- PM Peak: 2.60

*Note: Travel Time Index computed as the 50<sup>th</sup> percentile travel time/free flow travel time; values are for the hour/direction with the highest Travel Time Index within each period (defined as 7-9 AM and 4-7 PM)*



## • Corridor Ridership

- ~7,800 passengers travel on the corridor from 6 AM – 8 PM each day on average



## • Roadway Usage

- Peak period/direction: *up to 25% of people use bus*

*Note: Value is for the highest percentage of people traveling by bus during either the AM Peak period or PM Peak period in the peak direction.*



## • Daily Passenger Delay

- 50<sup>th</sup> Percentile: 271 pax-hours
- 90<sup>th</sup> Percentile: 581 pax-hours

*Note: Values are for travel from 6 AM – 8 PM*

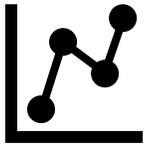
# Preliminary Middle Segment Metrics



## • Peak Delay per Trip

- 50<sup>th</sup> percentile: up to 1.5 minutes
- 90<sup>th</sup> percentile: up to 3.5 minutes

*Note: Values are for the most delayed hour/direction*



## • Travel Time Index

- AM Peak: 3.17
- PM Peak: 3.29

*Note: Travel Time Index computed as the 50<sup>th</sup> percentile travel time/free flow travel time; values are for the hour/direction with the highest Travel Time Index within each period (defined as 7-9 AM and 4-7 PM)*



## • Corridor Ridership

- ~9,200 passengers travel on the corridor from 6 AM – 8 PM each day on average



## • Roadway Usage

- Peak period/direction: **up to 41% of people use bus**

*Note: Value is for the highest percentage of people traveling by bus during either the AM Peak period or PM Peak period in the peak direction.*



## • Daily Passenger Delay

- 50<sup>th</sup> Percentile: 128 pax-hours
- 90<sup>th</sup> Percentile: 284 pax-hours

*Note: Values are for travel from 6 AM – 8 PM*

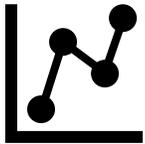
# Preliminary Northern Segment Metrics



## • Peak Delay per Trip

- 50<sup>th</sup> percentile: up to 5 minutes
- 90<sup>th</sup> percentile: up to 8 minutes

*Note: Values are for the most delayed hour/direction*



## • Travel Time Index

- AM Peak: 2.34
- PM Peak: 2.26

*Note: Travel Time Index computed as the 50<sup>th</sup> percentile travel time/free flow travel time; values are for the hour/direction with the highest Travel Time Index within each period (defined as 7-9 AM and 4-7 PM). Highest Travel Time Index value is outside the peak on the segment, at 2.73 (2-3 PM inbound).*



## • Corridor Ridership

- ~2,700 passengers travel on the corridor from 6 AM – 8 PM each day on average



## • Roadway Usage

- Peak period/direction: *up to 16% of people use bus*

*Note: Value is for the highest percentage of people traveling by bus during either the AM Peak period or PM Peak period in the peak direction.*



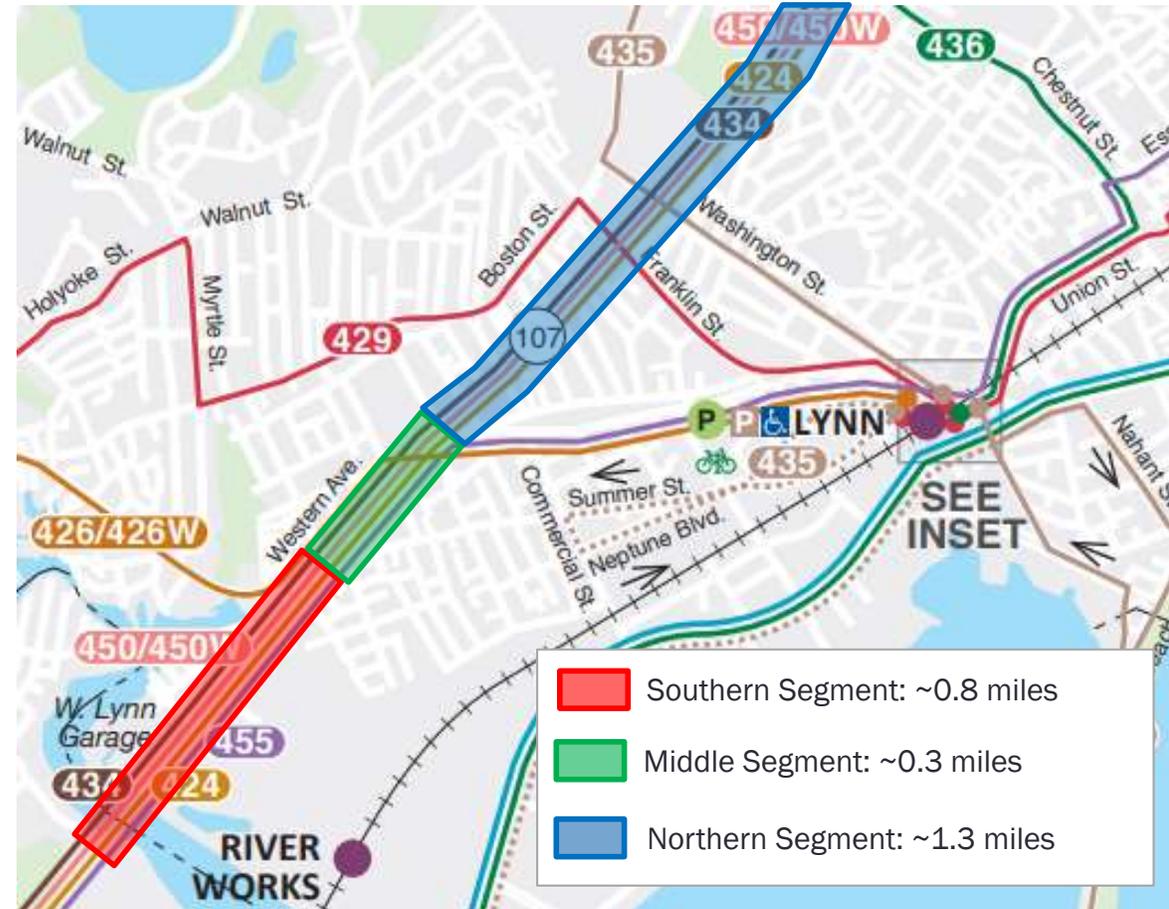
## • Daily Passenger Delay

- 50<sup>th</sup> Percentile: 141 pax-hours
- 90<sup>th</sup> Percentile: 273 pax-hours

*Note: Values are for travel from 6 AM – 8 PM*

# Summary of Benefits

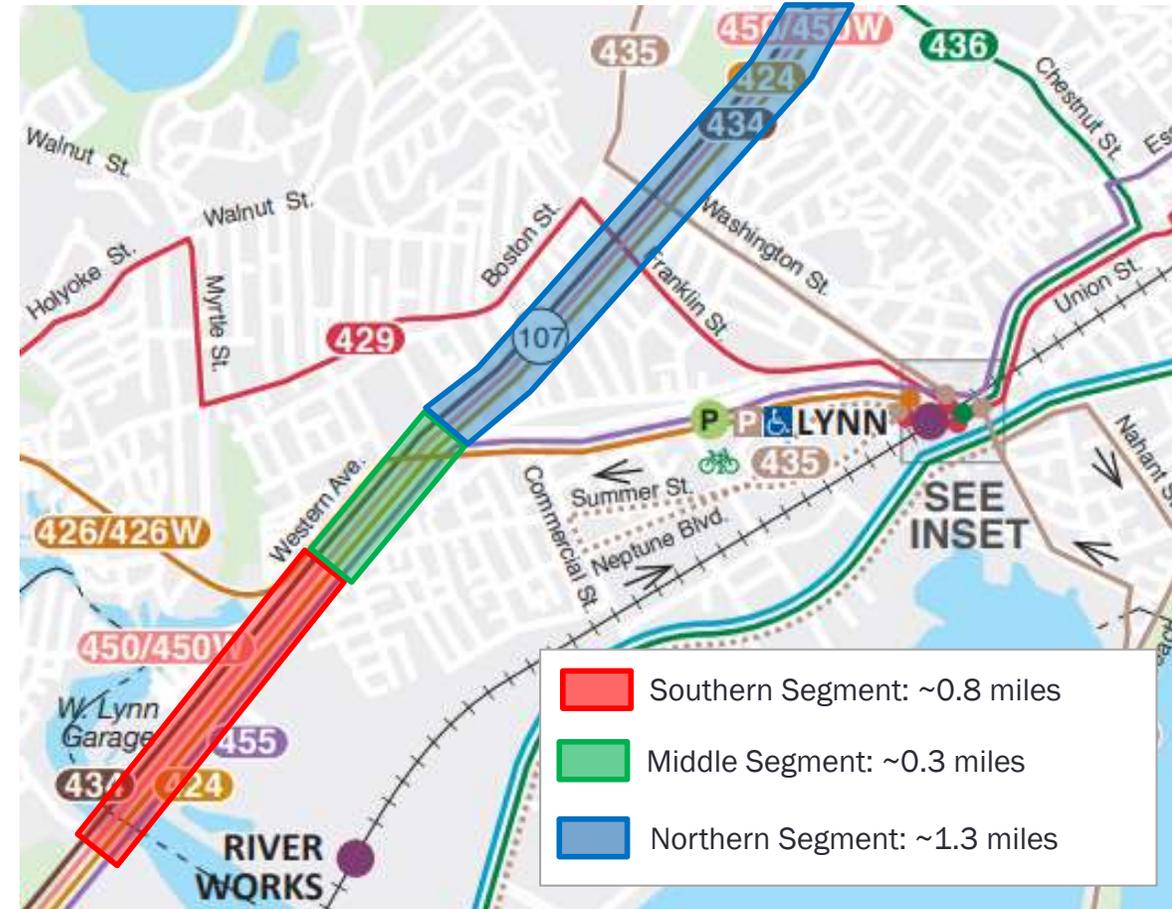
- Total time savings of up to **18 minutes** through the corridor\*
- Travel for **both bus and general traffic is smoother** when the bus does not need to reenter general traffic lanes after stopping at each bus stop
- Bus lane could enable buses to **skip much of the queuing** from the Common Street roundabout



\*Note: Value represents the sum of the 90<sup>th</sup> percentile delays on each segment for the most delayed hour/direction over the corridor as a whole.

# Findings and Considerations for Design

- Potential to convert parking lane to bus lane for all or part of the day in Southern Segment and Middle Segment based on initial analysis
- Northern Segment has more residential parking with higher occupancy
- May need to eliminate left-turn lanes and/or potentially prohibit left-turns at some intersections in Middle Segment and Northern Segment



# Recommendations and Next Steps

- Southern and Middle Segment
  - Further coordination with city on roadway cross-section as necessary
  - Analyze off-street and side-street parking availability, utilization, and patterns
  - Assess the ADA accessibility of affected bus stops
  - Option to test bus lane
    - Coordinate with the city and local stakeholders
    - Determine scope and geographic limits of demonstration
    - Measure the impacts of bus lane (e.g., travel time savings)
- Northern Segment
  - Conduct a parking study to understand utilization and patterns

# LYNN TO WONDERLAND CORRIDOR

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# Overview of Route 1A/Lynnway Corridor



- **Peak Delay per Trip\***
  - 50<sup>th</sup> percentile: up to 11 minutes
  - 90<sup>th</sup> percentile: up to 20.5 minutes
- Highest delay occurs **inbound** between Point of Pines and Wonderland from 7 – 9am
- High passenger hours of delay also occurs **outbound** between Wonderland and Central Square from 5 – 6pm
- Next step – analyze opportunities for dedicated lane and transit priority

*\*Note: Values are for the most delayed hour/direction and represent the sum of the segment-level delays for each percentile.*



# COMMUTER RAIL

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# Overview of Commuter Rail Stations Serving Lynn

- Swampscott
- Lynn
- River Works



# The Rail Vision Alternatives

- Alternative 1 – *Higher Frequency Commuter Rail*: Keeps existing service pattern but increases frequency
- Alternatives 2 and 3 – *Regional Rail to Key Stations (Diesel)* and *Regional Rail to Key Stations (Electric)*: Focuses improvements at Key Stations
  - Lynn is considered a key station, River Works and Swampscott are not
- Alternatives 4 and 5 – *Urban Rail (Diesel)* and *Urban Rail (Electric)*: Focuses improvements at Inner Core Stations
  - Lynn, River Works, and Swampscott are all considered Inner Core Stations
- Alternative 6 – *Full Transformation*: Focuses improvements at all stations

# Comparison of Rail Vision Alternatives

## Change in 2040 Daily Boardings Compared to No-Build

	No-Build	Alt 1*	Alt 2*	Alt 3*	Alt 4	Alt 5	Alt 6
Swampscott – IB	900	-	-	-	TBD	TBD	TBD
Swampscott – OB	70	-	-	-	TBD	TBD	TBD
Lynn – IB	480	+179	+327	+521	TBD	TBD	TBD
Lynn – OB	190	+144	+72	+87	TBD	TBD	TBD
River Works – IB	10	-	-	-	TBD	TBD	TBD
River Works – OB	20	-	-	-	TBD	TBD	TBD

- Ridership grows in all alternatives (where data provided)\*.
  - This is partially due to an increase in bi-directional and off-peak service.
  - Ridership growth is strongest during the peak periods.
  - Station-level ridership growth is partially dependent on service and assumptions for nearby stations.

# Commuter Rail Zone Fare Studies

- Bill H.4828 requires MassDOT to complete a study on MBTA Commuter Rail fares
- Findings with recommendations are due to the legislature on March 15, 2020
- Scope includes the zone structure and possibilities for reverse commute and off-peak pricing
- In addition, MBTA completing a feasibility study for low-income fares that includes commuter rail tickets. Report back to FMCB in December 2019

# Lynn Transit Action Plan: Service Change Opportunity

- Evaluate the ability to stop existing AM peak inbound express trains and PM peak inbound/outbound express trains in Lynn to increase frequency
  - Not possible to stop additional trains in AM peak outbound direction
  - Need to verify the time spacing between trains to ensure there are no operational challenges
  - Need to verify there is available capacity on trains
  - Need to assess travel time impacts for other riders
  - Evaluate impacts of recommendations from the MBTA Commuter Rail Fare Study on Lynn

Monday to Friday

Inbound to Boston			AM													PM													
ZONE	STATION	TRAIN #	100	150	152	102	154	104	156	106	158	160	192	108	162	110	164	112	166	114	168	116	170	118	172	194	120	174	
8	Rockport	6	4:55	-	-	5:48	-	6:30	-	7:10	-	-	-	8:15	-	9:20	-	11:00	-	12:30	-	1:50	-	3:30	-	-	5:03	-	
7	Gloucester	6	5:02	-	-	5:55	-	6:37	-	7:17	-	-	-	8:22	-	9:27	-	11:07	-	12:37	-	1:57	-	3:37	-	-	5:10	-	
7	West Gloucester	6	5:08	-	-	6:01	-	6:43	-	7:23	-	-	-	8:28	-	<b>f 9:33</b>	-	<b>f 11:13</b>	-	<b>f 12:43</b>	-	<b>f 2:03</b>	-	<b>f 3:43</b>	-	-	<b>f 5:17</b>	-	
6	Manchester	6	5:15	-	-	6:08	-	6:50	-	7:30	-	-	-	8:35	-	9:40	-	11:20	-	12:50	-	2:10	-	3:50	-	-	5:24	-	
5	Beverly Farms	6	5:22	-	-	6:15	-	6:57	-	7:37	-	-	-	8:42	-	<b>f 9:47</b>	-	<b>f 11:27</b>	-	<b>f 12:57</b>	-	<b>f 2:17</b>	-	<b>f 3:57</b>	-	-	<b>f 5:31</b>	-	
5	Prides Crossing	6	-	-	-	<b>f 6:17</b>	-	<b>f 6:59</b>	-	<b>f 7:39</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Montserrat	6	5:28	-	-	6:22	-	7:04	-	7:44	-	-	-	8:48	-	<b>f 9:53</b>	-	<b>f 11:33</b>	-	<b>f 1:03</b>	-	<b>f 2:23</b>	-	<b>f 4:03</b>	-	-	<b>f 5:37</b>	-	
8	Newburyport	6	-	5:20	5:50	-	6:25	-	7:00	-	7:30	7:55	-	-	9:15	-	10:00	-	11:40	-	1:10	-	2:55	-	4:42	-	-	5:48	-
7	Rowley	6	-	5:25	5:55	-	6:30	-	7:05	-	7:35	8:00	-	-	<b>f 9:20</b>	-	<b>f 10:05</b>	-	<b>f 11:45</b>	-	<b>f 1:15</b>	-	<b>f 3:00</b>	-	<b>f 4:47</b>	-	-	<b>f 5:53</b>	-
6	Ipswich	6	-	5:31	6:02	-	6:37	-	7:12	-	7:42	8:07	-	-	9:26	-	10:11	-	11:51	-	1:21	-	3:06	-	4:53	-	-	5:59	-
5	Hamilton/Wenham	6	-	5:37	6:08	-	6:43	-	7:18	-	7:48	8:13	-	-	<b>f 9:32</b>	-	<b>f 10:17</b>	-	<b>f 11:57</b>	-	<b>f 1:27</b>	-	<b>f 3:12</b>	-	<b>f 4:59</b>	-	-	<b>f 6:12</b>	-
5	North Beverly	6	-	5:41	6:13	-	6:48	-	7:23	-	7:53	8:18	-	-	<b>f 9:36</b>	-	<b>f 10:21</b>	-	<b>f 12:01</b>	-	<b>f 1:31</b>	-	<b>f 3:16</b>	-	<b>f 5:03</b>	-	-	-	-
4	Beverly	6	5:33	5:47	6:18	6:27	6:53	7:09	7:28	7:49	7:58	8:24	8:33	8:54	9:42	9:58	10:27	11:38	12:07	1:08	1:37	2:28	3:21	4:08	5:10	5:32	5:42	6:20	
3	Salem	6	5:37	5:51	6:22	6:31	6:57	7:13	7:33	7:53	8:02	8:28	8:37	8:58	9:46	10:02	10:31	11:42	12:11	1:12	1:41	2:32	3:26	4:12	5:15	5:35	5:45	6:24	
3	Swampscott	6	5:45	5:59	-	6:39	7:05	-	7:41	8:01	8:10	-	8:45	9:06	9:54	10:10	10:39	11:50	12:19	1:20	1:49	2:40	3:34	4:20	5:23	-	5:58	-	
2	Lynn	6	5:49	6:03	-	6:43	7:09	-	7:45	-	8:14	-	8:49	9:10	9:58	10:14	10:43	11:54	12:23	1:24	1:53	2:44	3:38	4:24	5:27	-	6:02	-	
2	River Works	6	<b>f 5:52</b>	<b>f 6:06</b>	-	<b>f 6:46</b>	<b>f 7:12</b>	-	<b>f 7:48</b>	-	<b>f 8:17</b>	-	<b>f 8:52</b>	-	<b>f 10:07</b>	<b>f 10:23</b>	<b>f 10:52</b>	<b>f 12:03</b>	<b>f 12:32</b>	<b>f 1:33</b>	<b>f 2:02</b>	<b>f 2:47</b>	<b>f 3:41</b>	<b>f 4:27</b>	<b>f 5:30</b>	-	<b>f 6:05</b>	-	
1A	Chelsea/Bellingham Sq.	6	5:59	6:13	-	6:53	7:19	-	7:55	-	8:24	-	8:59	9:15	<b>f 10:07</b>	<b>f 10:23</b>	<b>f 10:52</b>	<b>f 12:03</b>	<b>f 12:32</b>	<b>f 1:33</b>	<b>f 2:02</b>	<b>f 2:54</b>	<b>f 3:48</b>	<b>f 4:34</b>	<b>f 5:37</b>	-	<b>f 6:12</b>	-	
1A	North Station	6	6:11	6:25	6:49	7:05	7:31	7:40	8:08	8:22	8:36	8:55	9:11	9:31	10:18	10:34	11:03	12:14	12:43	1:44	2:13	3:05	3:59	4:45	5:50	6:02	6:23	6:50	

Trains in purple box indicate peak period trains.

Monday to Friday

Outbound from Boston			AM													PM											
ZONE	STATION	TRAIN #	153	101	191	155	103	157	105	159	107	161	109	163	111	165	113	115	167	193	117	169	119	171	173	121	175
1A	North Station	6	6:26	6:39	7:08	7:40	7:50	8:10	8:35	9:40	10:35	11:20	12:00	1:20	1:50	3:15	3:30	4:15	4:30	4:40	5:00	5:15	5:30	5:40	6:05	6:25	6:45
1A	Chelsea/Bellingham Sq.	6	-	<b>f 6:50</b>	<b>f 7:19</b>	<b>f 7:51</b>	<b>f 8:02</b>	<b>f 8:22</b>	<b>f 8:47</b>	<b>f 9:52</b>	<b>f 10:47</b>	<b>f 11:32</b>	<b>f 12:12</b>	<b>f 1:32</b>	<b>f 2:02</b>	3:27	3:41	4:27	-	4:52	-	5:27	-	5:52	6:17	6:37	6:57
2	River Works	6	-	<b>f 6:57</b>	<b>f 7:26</b>	-	<b>f 8:09</b>	<b>f 8:29</b>	-	-	-	-	-	-	<b>f 2:09</b>	<b>f 3:35</b>	<b>f 3:49</b>	<b>f 4:35</b>	-	-	-	-	-	<b>f 6:00</b>	-	<b>f 6:45</b>	<b>f 7:05</b>
2	Lynn	6	-	-	7:28	7:59	8:11	8:31	8:55	10:00	10:55	11:40	12:20	1:40	2:11	3:37	3:51	4:37	-	5:00	-	5:35	-	6:02	6:25	6:47	7:07
3	Swampscott	6	-	-	7:33	8:04	8:16	8:36	9:00	10:05	11:00	11:45	12:25	1:45	2:16	3:42	3:56	4:42	-	5:05	-	5:40	-	6:07	6:30	6:52	7:12
3	Salem	6	6:52	7:07	7:40	8:11	8:23	8:43	9:07	10:12	11:07	11:52	12:32	1:52	2:23	3:49	4:03	4:49	4:56	5:12	5:26	5:47	5:56	6:14	6:37	6:59	7:19
4	Beverly	6	6:56	7:11	7:44	8:16	8:27	8:47	9:11	10:16	11:11	11:56	12:36	1:56	2:27	3:54	4:07	4:53	5:00	5:16	5:30	5:51	6:00	6:18	6:41	7:03	7:24
5	North Beverly	6	<b>f 7:00</b>	-	-	<b>f 8:20</b>	-	<b>f 8:51</b>	-	<b>f 10:20</b>	-	<b>f 12:00</b>	-	<b>f 2:00</b>	-	3:59	-	-	5:06	-	-	5:56	-	6:23	6:46	-	7:30
5	Hamilton/Wenham	6	<b>f 7:04</b>	-	-	<b>f 8:24</b>	-	<b>f 8:55</b>	-	<b>f 10:24</b>	-	<b>f 12:04</b>	-	<b>f 2:04</b>	-	4:03	-	-	5:10	-	-	6:00	-	6:27	6:50	-	7:34
6	Ipswich	6	7:15	-	-	8:30	-	9:03	-	10:30	-	12:10	-	2:10	-	4:09	-	-	5:16	-	-	6:06	-	6:33	6:56	-	7:40
7	Rowley	6	-	-	-	<b>f 8:35</b>	-	<b>f 9:08</b>	-	<b>f 10:35</b>	-	<b>f 12:15</b>	-	<b>f 2:15</b>	-	4:15	-	-	5:22	-	-	6:12	-	6:39	7:02	-	7:46
8	Newburyport	6	7:29	-	-	8:43	-	9:16	-	10:43	-	12:23	-	2:23	-	4:24	-	-	-	-	-	6:21	-	6:48	7:11	-	7:54
4	Montserrat	6	-	<b>f 7:15</b>	-	-	<b>f 8:31</b>	-	<b>f 9:15</b>	-	<b>f 11:15</b>	-	<b>f 12:40</b>	-	<b>f 2:31</b>	-	4:12	4:57	-	-	5:34	-	6:04	-	-	7:07	-
5	Prides Crossing	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>f 4:16</b>	-	-	-	<b>f 5:38</b>	-	<b>f 6:08</b>	-	-	<b>f 7:11</b>	-
5	Beverly Farms	6	-	<b>f 7:21</b>	-	-	<b>f 8:37</b>	-	<b>f 9:21</b>	-	<b>f 11:21</b>	-	<b>f 12:46</b>	-	<b>f 2:37</b>	-	4:20	5:03	-	-	5:42	-	6:12	-	-	7:15	-
6	Manchester	6	-	7:26	-	-	8:42	-	9:26	-	11:26	-	12:51	-	2:42	-	4:25	5:08	-	-	5:48	-	6:18	-	-	7:20	-
7	West Gloucester	6	-	<b>f 7:32</b>	-	-	<b>f 8:48</b>	-	<b>f 9:32</b>	-	<b>f 11:32</b>	-	<b>f 12:57</b>	-	<b>f 2:48</b>	-	4:31	5:15	-	-	5:54	-	6:24	-	-	7:26	-
7	Gloucester	6	-	7:39	-	-	8:55	-	9:39	-	11:39	-	1:04	-	2:55	-	4:38	5:22	-	-	6:02	-	6:32	-	-	7:34	-
8	Rockport	6	-	7:47	-	-	9:03	-	9:47	-	11:47	-	1:12	-	3:03	-	4:48	5:32	-	-	6:12	-	6:42	-	-	7:43	-

# Lynn Transit Action Plan: Midday Service Opportunity

- Investigate the feasibility of running more off-peak trains if demand warranted
  - Rail Vision analysis found off-peak frequency increases alone did not result in substantial ridership gains at Lynn – would need to evaluate demand in an isolated context and identify what type of service could see greater ridership gains
  - Would need to run simulation to determine operational feasibility (including where to turn the trains)
  - Would need to examine equipment cycles and crew scheduling to determine impacts and feasibility
  - Evaluate impacts of recommendations from the MBTA Commuter Rail Fare Study on Lynn
  - Would need to identify funding source to support increased operations

# Midday Service Opportunity

Monday to Friday

Inbound to Boston			AM																						
ZONE	STATION	TRAIN #	100	150	152	102	154	104	156	106	158	160	192	108	162	110	164	112	166	114	168	116	170	118	
			🚲	🚲											🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	
8	Rockport	♂	4:55	-	-	5:48	-	6:30	-	7:10	-	-	-	8:15	-	9:20	-	11:00	-	12:30	-	1:50	-	3:30	
7	Gloucester	♂	5:02	-	-	5:55	-	6:37	-	7:17	-	-	-	8:22	-	9:27	-	11:07	-	12:37	-	1:57	-	3:37	
7	West Gloucester	♂	5:08	-	-	6:01	-	6:43	-	7:23	-	-	-	8:28	-	<b>f 9:33</b>	-	<b>f 11:13</b>	-	<b>f 12:43</b>	-	<b>f 2:03</b>	-	<b>f 3:43</b>	
6	Manchester	♂	5:15	-	-	6:08	-	6:50	-	7:30	-	-	-	8:35	-	9:40	-	11:20	-	12:50	-	2:10	-	3:50	
5	Beverly Farms	♂	5:22	-	-	6:15	-	6:57	-	7:37	-	-	-	8:42	-	<b>f 9:47</b>	-	<b>f 11:27</b>	-	<b>f 12:57</b>	-	<b>f 2:17</b>	-	<b>f 3:57</b>	
5	Prides Crossing	♂	-	-	-	<b>f 6:17</b>	-	<b>f 6:59</b>	-	<b>f 7:39</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Montserrat	♂	5:28	-	-	6:22	-	7:04	-	7:44	-	-	-	8:48	-	<b>f 9:53</b>	-	<b>f 11:33</b>	-	<b>f 1:03</b>	-	<b>f 2:23</b>	-	<b>f 4:03</b>	
8	Newburyport	♂	-	5:20	5:50	-	6:25	-	7:00	-	7:30	7:55	-	-	9:15	-	10:00	-	11:40	-	1:10	-	2:55	-	
7	Rowley	♂	-	5:25	5:55	-	6:30	-	7:05	-	7:35	8:00	-	-	<b>f 9:20</b>	-	<b>f 10:05</b>	-	<b>f 11:45</b>	-	<b>f 1:15</b>	-	<b>f 3:00</b>	-	
6	Ipswich	♂	-	5:31	6:02	-	6:37	-	7:12	-	7:42	8:07	-	-	9:26	-	10:11	-	11:51	-	1:21	-	3:06	-	
5	Hamilton/Wenham	♂	-	5:37	6:08	-	6:43	-	7:18	-	7:48	8:13	-	-	<b>f 9:32</b>	-	<b>f 10:17</b>	-	<b>f 11:57</b>	-	<b>f 1:27</b>	-	<b>f 3:12</b>	-	
5	North Beverly	♂	-	5:41	6:13	-	6:48	-	7:23	-	7:53	8:18	-	-	<b>f 9:36</b>	-	<b>f 10:21</b>	-	<b>f 12:01</b>	-	<b>f 1:31</b>	-	<b>f 3:16</b>	-	
4	Beverly	♂	5:33	5:47	6:18	6:27	6:53	7:09	7:28	7:49	7:58	8:24	8:33	8:54	9:42	9:58	10:27	11:38	12:07	1:08	1:37	2:28	3:21	4:08	
3	Salem	♂	5:37	5:51	6:22	6:31	6:57	7:13	7:33	7:53	8:02	8:28	8:37	8:58	9:46	10:02	10:31	11:42	12:11	1:12	1:41	2:32	3:26	4:12	
3	Swampscott	♂	5:45	5:59	-	6:39	7:05	-	7:41	8:01	8:10	-	8:45	9:06	9:54	10:10	10:39	11:50	12:19	1:20	1:49	2:40	3:34	4:20	
2	Lynn	♂	5:49	6:03	-	6:43	7:09	-	7:45	-	8:14	-	8:49	9:10	9:58	10:14	10:43	11:54	12:23	1:24	1:53	2:44	3:38	4:24	
2	River Works	♂	<b>f 5:52</b>	<b>f 6:06</b>	-	<b>f 6:46</b>	<b>f 7:12</b>	-	<b>f 7:48</b>	-	<b>f 8:17</b>	-	<b>f 8:52</b>	-	-	-	-	-	-	-	-	-	<b>f 2:47</b>	<b>f 3:41</b>	<b>f 4:27</b>
1A	Chelsea/Bellingham Sq.	♂	5:59	6:13	-	6:53	7:19	-	7:55	-	8:24	-	8:59	9:19	<b>f 10:07</b>	<b>f 10:23</b>	<b>f 10:52</b>	<b>f 12:03</b>	<b>f 12:32</b>	<b>f 1:33</b>	<b>f 2:02</b>	<b>f 2:54</b>	<b>f 3:48</b>	<b>f 4:34</b>	
1A	North Station	♂	6:11	6:25	6:49	7:05	7:31	7:40	8:08	8:22	8:36	8:55	9:11	9:31	10:18	10:34	11:03	12:14	12:43	1:44	2:13	3:05	3:59	4:45	

Trains in purple box indicate peak period trains.

Monday to Friday

Outbound from Boston			AM													
ZONE	STATION	TRAIN #	153	101	191	155	103	157	105	159	107	161	109	163	111	165
			🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
1A	North Station	♂	6:26	6:39	7:08	7:40	7:50	8:10	8:35	9:40	10:35	11:20	12:00	1:20	1:50	3:15
1A	Chelsea/Bellingham Sq.	♂	-	<b>f 6:50</b>	<b>f 7:19</b>	<b>f 7:51</b>	<b>f 8:02</b>	<b>f 8:22</b>	<b>f 8:47</b>	<b>f 9:52</b>	<b>f 10:47</b>	<b>f 11:32</b>	<b>f 12:12</b>	<b>f 1:32</b>	<b>f 2:02</b>	3:27
2	River Works	♂	-	<b>f 6:57</b>	<b>f 7:26</b>	-	<b>f 8:09</b>	<b>f 8:29</b>	-	-	-	-	-	-	<b>f 2:09</b>	<b>f 3:35</b>
2	Lynn	♂	-	-	7:28	7:59	8:11	8:31	8:55	10:00	10:55	11:40	12:20	1:40	2:11	3:37
3	Swampscott	♂	-	-	7:33	8:04	8:16	8:36	9:00	10:05	11:00	11:45	12:25	1:45	2:16	3:42
3	Salem	♂	6:52	7:07	7:40	8:11	8:23	8:43	9:07	10:12	11:07	11:52	12:32	1:52	2:23	3:49
4	Beverly	♂	6:56	7:11	7:44	8:16	8:27	8:47	9:11	10:16	11:11	11:56	12:36	1:56	2:27	3:54
5	North Beverly	♂	<b>f 7:00</b>	-	-	<b>f 8:20</b>	-	<b>f 8:51</b>	-	<b>f 10:20</b>	-	<b>f 12:00</b>	-	<b>f 2:00</b>	-	3:59
5	Hamilton/Wenham	♂	<b>f 7:04</b>	-	-	<b>f 8:24</b>	-	<b>f 8:55</b>	-	<b>f 10:24</b>	-	<b>f 12:04</b>	-	<b>f 2:04</b>	-	4:03
6	Ipswich	♂	7:15	-	-	8:30	-	9:03	-	10:30	-	12:10	-	2:10	-	4:09
7	Rowley	♂	-	-	-	<b>f 8:35</b>	-	<b>f 9:08</b>	-	<b>f 10:35</b>	-	<b>f 12:15</b>	-	<b>f 2:15</b>	-	4:15
8	Newburyport	♂	7:29	-	-	8:43	-	9:16	-	10:43	-	12:23	-	2:23	-	4:24
4	Montserrat	♂	-	<b>f 7:15</b>	-	-	<b>f 8:31</b>	-	<b>f 9:15</b>	-	<b>f 11:15</b>	-	<b>f 12:40</b>	-	<b>f 2:31</b>	-
5	Prides Crossing	♂	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Beverly Farms	♂	-	<b>f 7:21</b>	-	-	<b>f 8:37</b>	-	<b>f 9:21</b>	-	<b>f 11:21</b>	-	<b>f 12:46</b>	-	<b>f 2:37</b>	-
6	Manchester	♂	-	7:26	-	-	8:42	-	9:26	-	11:26	-	12:51	-	2:42	-
7	West Gloucester	♂	-	<b>f 7:32</b>	-	-	<b>f 8:48</b>	-	<b>f 9:32</b>	-	<b>f 11:32</b>	-	<b>f 12:57</b>	-	<b>f 2:48</b>	-
7	Gloucester	♂	-	7:39	-	-	8:55	-	9:39	-	11:39	-	1:04	-	2:55	-
8	Rockport	♂	-	7:47	-	-	9:03	-	9:47	-	11:47	-	1:12	-	3:03	-

# Advisory Committee Feedback?

# Advisory Committee Next Steps

- Spread the survey to your constituents!
- Identify date for next Advisory Committee meeting (January)
- Purpose of next meeting
  - Present results of **public input survey**
  - Present update on analysis of **location-based services data**
  - Present **detailed evaluation** of initial strategies
  - Review and provide input on **additional strategies**

# Thank You!

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