

# LYNN



## TRANSIT ACTION PLAN

Advisory Committee Meeting #3

January 31, 2020

# Agenda

- Update on Lynn Transit Action Plan
- Public Input Survey Results
- Findings from Travel Pattern Analysis
- Strategies for Improving Mobility
  - Review of Mode-specific Strategies
  - Discussion
- Next Steps

# Lynn Transit Action Plan Update

- Since second Advisory Committee Meeting:
  - Finished the public input survey
  - Began developing concepts for improvement strategies
  - Met with the City and City Council
- Current Status:
  - Finalizing existing conditions report and survey analysis
  - Refining concepts for improvement strategies – includes analysis and design
  - Report will tie in with other processes (Rail Vision, Bus Network Redesign, etc.)
  - Design efforts on short-term concepts that we can bring closer to implementation





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

# SURVEY RESULTS & TRAVEL PATTERN FINDINGS

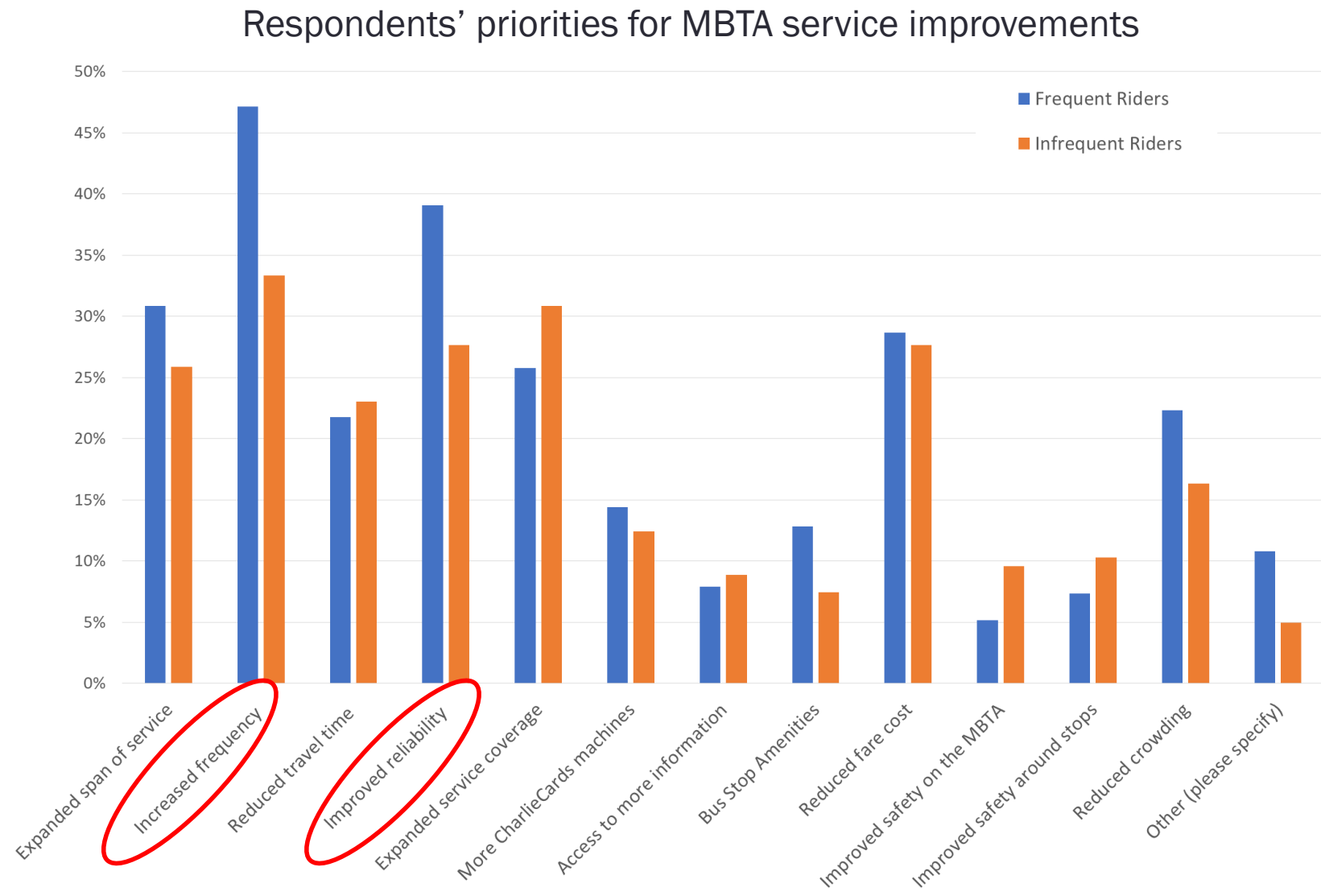
# Public Input Survey

- Survey closed in November, **1,081 total responses**
  - 93% of responses in English
  - 6% in Spanish
  - 1% in Haitian Creole, Portuguese and Russian
- Questions asked about
  - Frequency of transit use and specific types and routes
  - Destinations accessed by transit
  - Preferences around mode choice and priorities for improvements
  - Demographic information (optional)



# What We Heard: Frequent and Non-Frequent Riders

- 50% of frequent riders use the MBTA as their primary mode of transportation
- Top reasons frequent riders use the MBTA were preference for not driving, lack of access to a car, and cost of parking

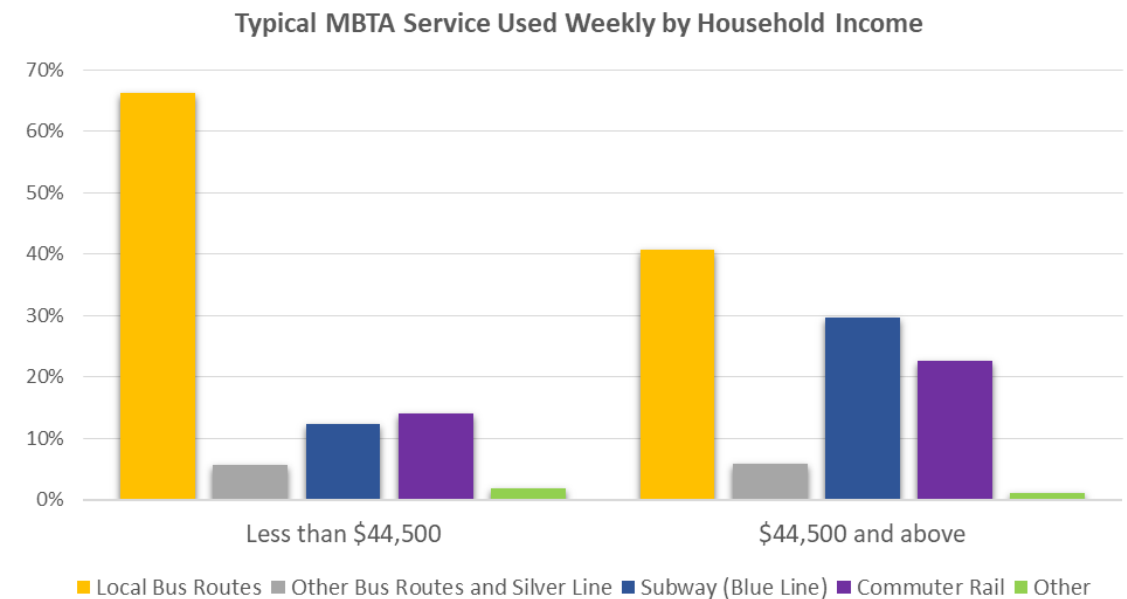




# What We Heard:

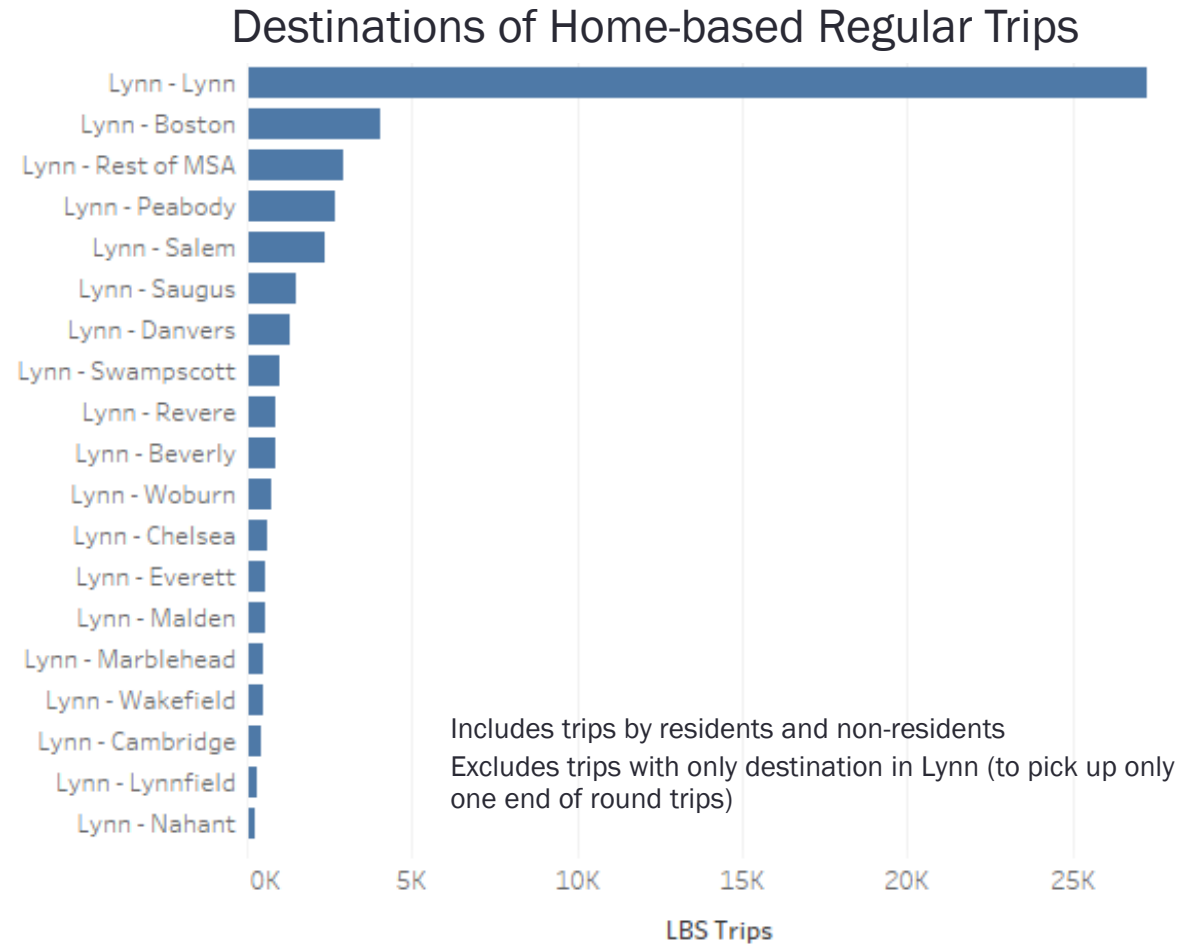
## Low Income and Non-Low Income Respondents

- Lower income households reported **using transit, and specifically local buses, at higher rates than higher income households**
- **Fare cost** was the top reason among **lower income households** for not using the MBTA more often
- **Preference for driving** was the top reason among **higher income households** for not using the MBTA more often



# Existing Travel Patterns

- For all trip purposes, trips within Lynn are most common, and are spread evenly across the day.
- Top destinations outside of Lynn for Lynn residents: Boston, Peabody, and Salem.
- Home-based regular trips overwhelmingly stay within Lynn.

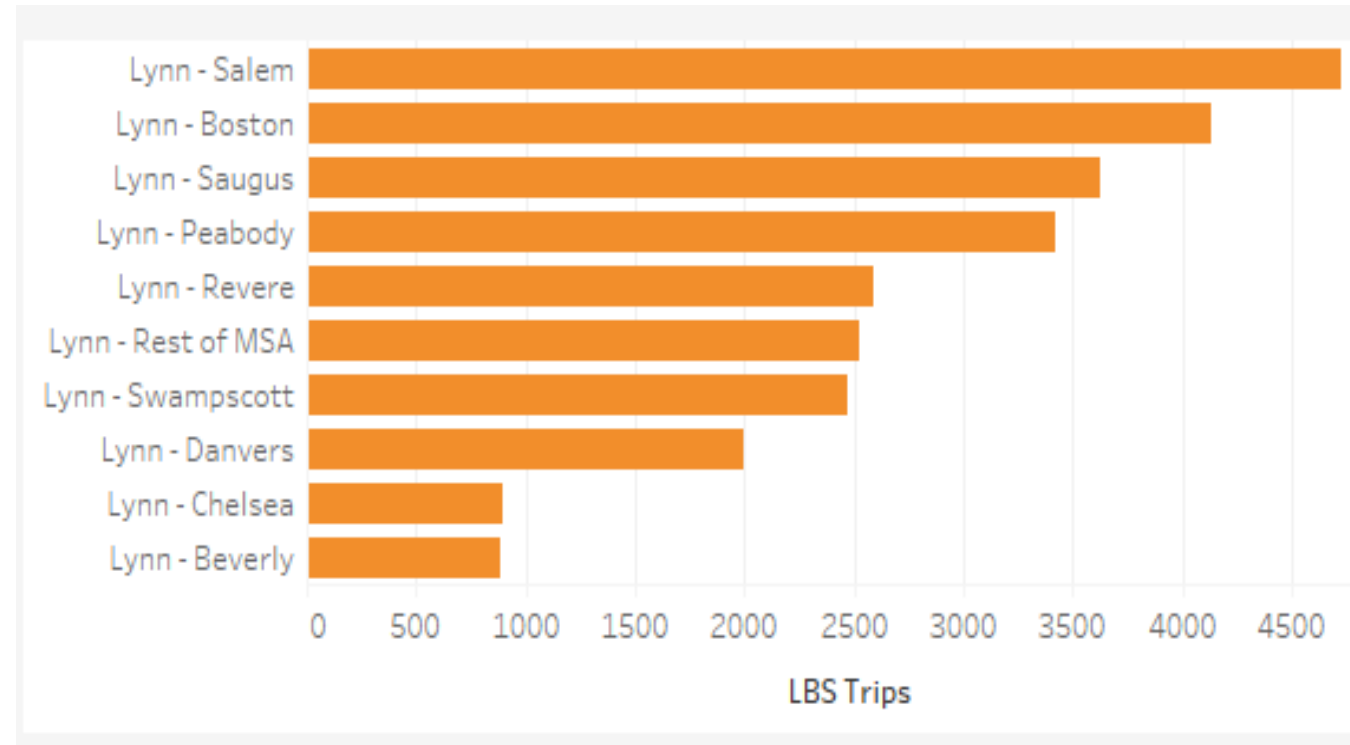




# Existing Travel Patterns

- For Lynn residents taking trips starting at home, top destinations are: Salem, Boston, Saugus, Peabody, Revere.
- Trips with one end outside Lynn are clustered in the early morning and late evening.

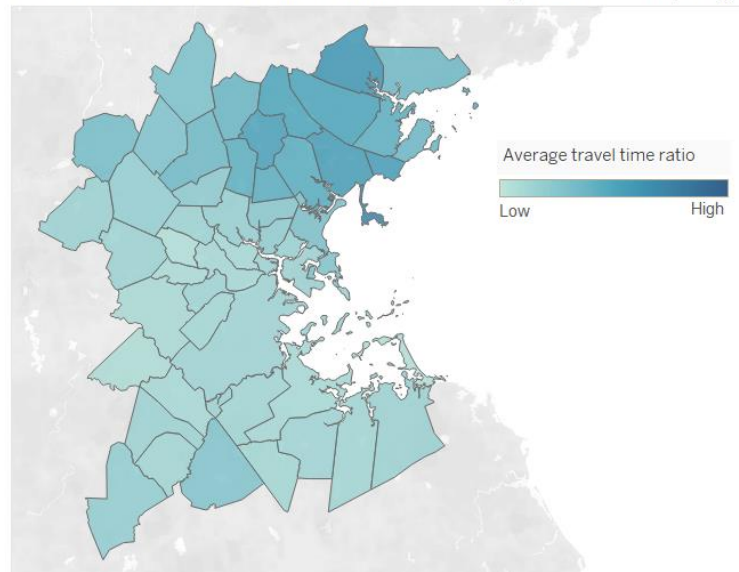
Lynn Residents, Home to Other Activities



# Transit: Driving Ratios Identify Where Transit Works

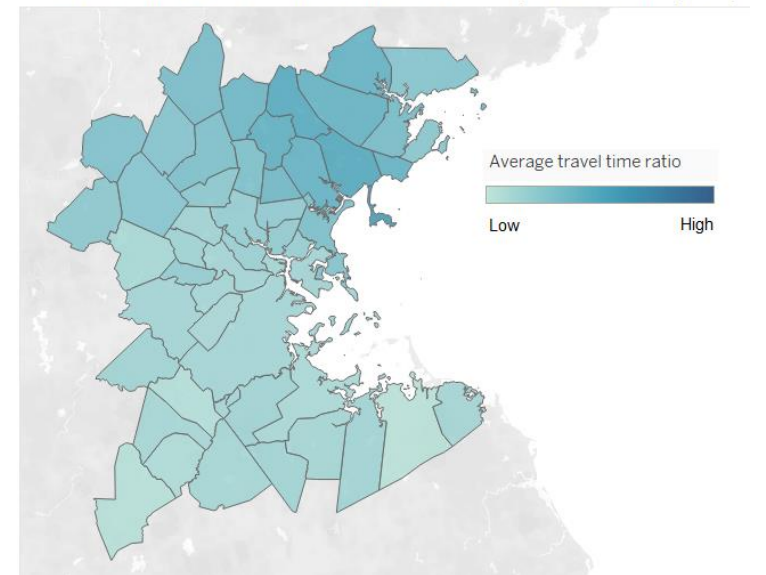
- Current transit service is less competitive than driving for trips in Lynn/surrounding areas than for trips to Boston because **traveling by car is significant faster for these shorter distance journeys**
- Most trips occur in Lynn and the surrounding area, signifying a **challenge for providing transit solutions**

Ratio of Transit to Auto Travel Time between Lynn and Municipality



AM Peak Period Ratios

Ratio of Transit to Auto Travel Time between Lynn and Municipality

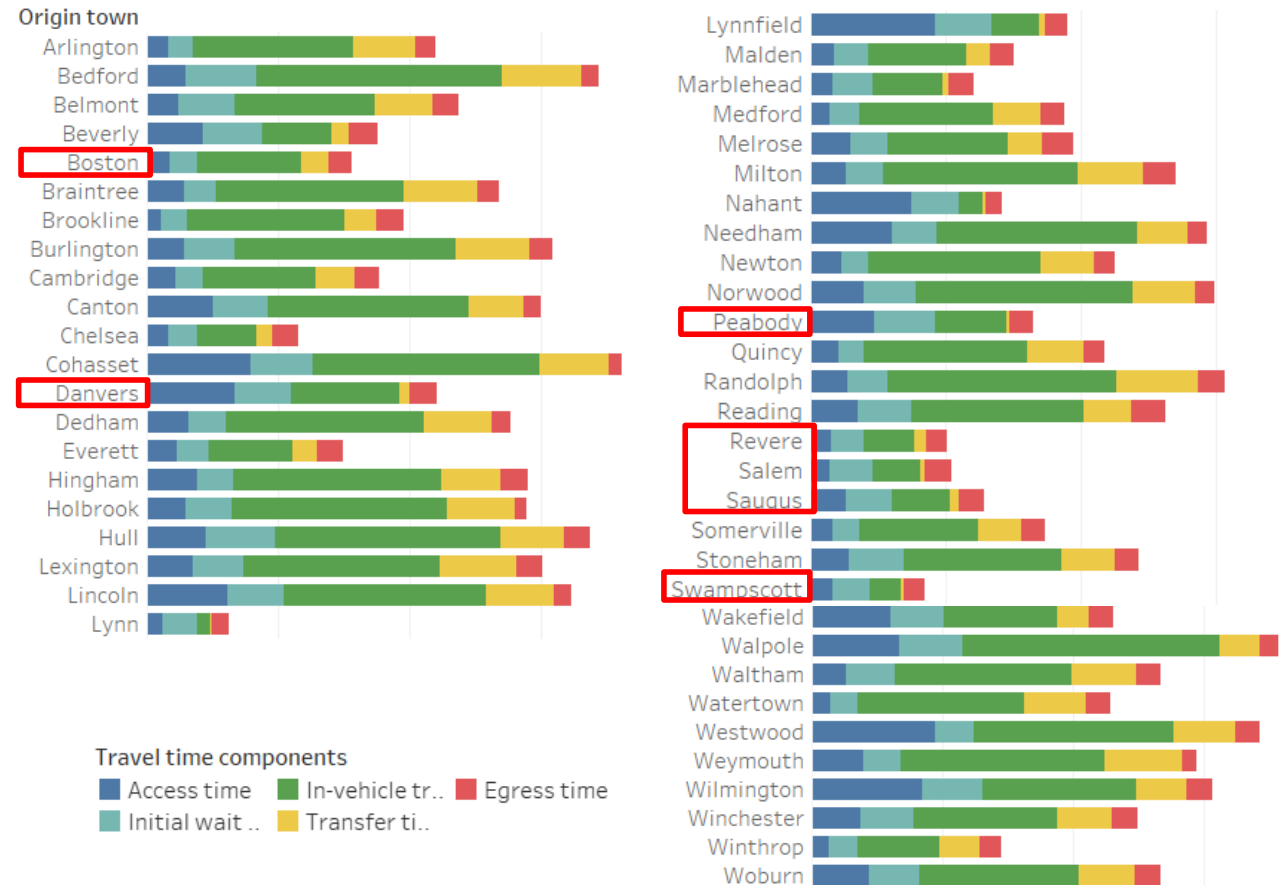


PM Peak Period Ratios

# Transit: Station Walk Access Time By Municipality

Average Walk Access Time (WAT) travel time components for weekday trips to Lynn

- Access times to a station are a major component of a transit trip and are largely dependent on station density in the municipalities. Among the most frequent origin (or destinations) municipalities:
  - Salem, Revere, Boston, and Swampscott have the lowest weekday Walk Access Time (WAT) - under 10 minutes
  - Saugus around 15 minutes
  - Peabody and Danvers above 20 minutes



# Next Steps: Travel Patterns

- Further breakdown of market segment filters
  - Competitiveness (Travel Time Ratio)
  - Transit Market Share
- Separate most frequent origin-destination pairs for Lynn residents
  - Identify transit competitiveness and opportunities for those pairs
- Dominant origin-destination pairs will help identify opportunities to close gaps in the existing transit network



# Translating Existing Conditions into Improvements

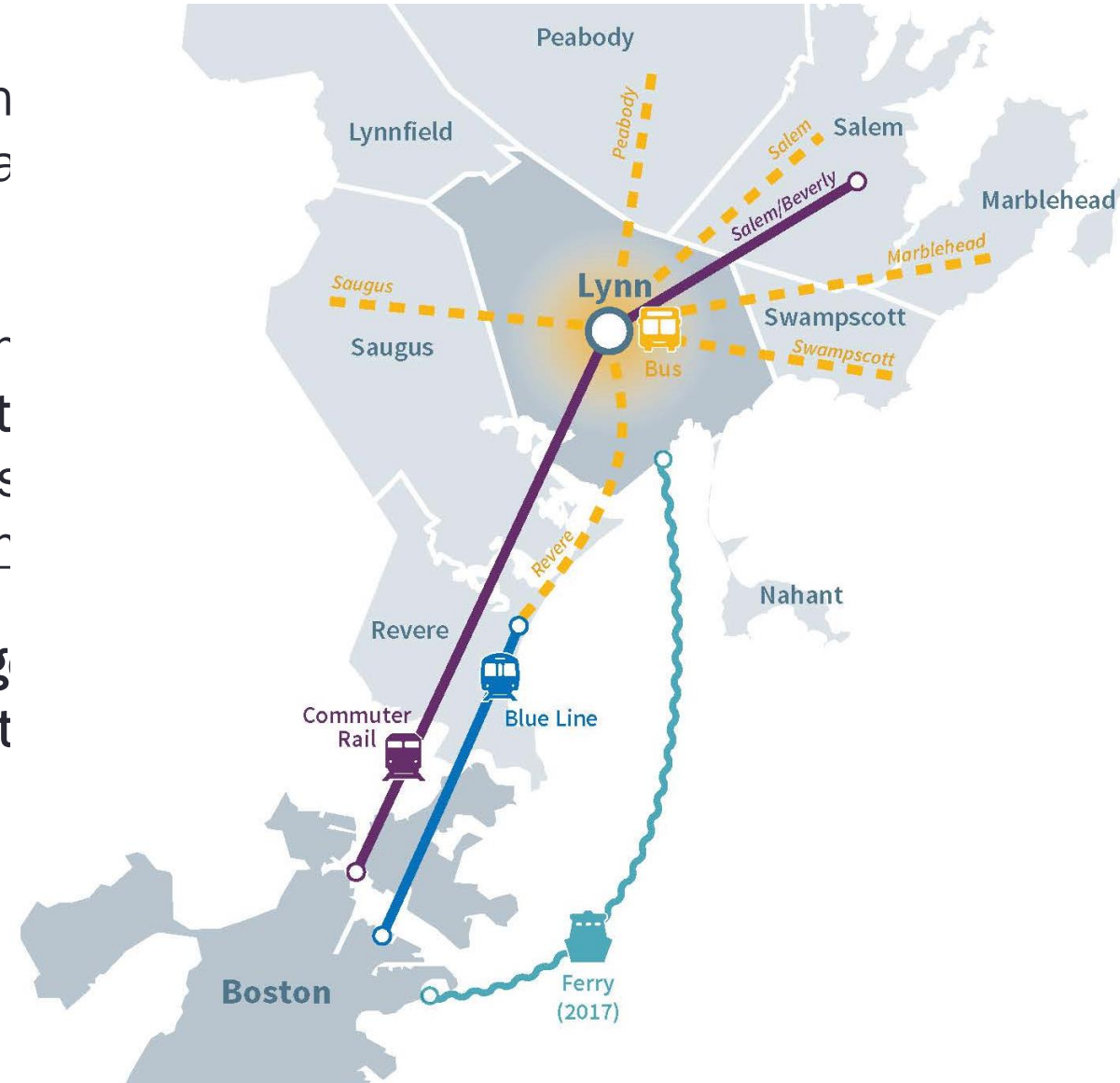
- The majority of trips from Lynn are **local or within the North Shore**, but connections to Boston are important for **job access and economic development**
- Commuter rail garage has capacity for additional vehicles; the service has **potential for higher frequency**, but may **currently lack capacity** to absorb additional riders during the peak period
- Existing bus routes **serve most of the high demand destinations**, but **off-peak bus frequency doesn't serve all potential demand** to access some locations (Peabody, Saugus)
- Some corridors experience **high levels of bus delay**
- Rider-friendly bus amenities are not widespread in Lynn, but recent efforts to **expand access to CharlieCards** is addresses some issues



# OVERVIEW OF STRATEGIES

# 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





# A Vision for Mobility in Lynn

A robust public transportation can help the residents of Lynn prosper, the region's economy grow, and the Commonwealth to address congestion and climate challenges.

- Increase use of transit, walking, and biking to reduce congestion
- Improve access to housing and jobs in Boston and across the North Shore
- Focus on moving people, rather than vehicles





# Commuter Rail Transformation and Improvements

- The Fiscal Management and Control Board (FMCB) endorsed a future rail system with **higher frequency, electrification, and improved access** (first/last mile, parking)
- The FMCB identified the **Newburyport/Rockport Line trunk for the initial phase**. The Rail Transformation effort is examining:
  - Increased service frequency
  - Electrification
  - Potential connection at Wonderland Blue Line Station
- MBTA is procuring a design consultant to develop a **rehabilitation program for the station and garage**
- **MBTA Commuter Rail Fare Zone** study due to Legislature March 15
- Blue Line Feasibility Study conducted as a separate effort



# Evaluating the Market for Ferry Service to Boston

- Evaluate market demand for ferry service based on current trip-making
- Determine **service characteristics, access needs, and land use conditions** that could enhance or support a market for ferry
  - Enhancing connection between **Ferry terminal and Commuter Rail station** to create choices
  - Supporting **transit-oriented development**
  - Understanding the **extent of the catchment area** across the North Shore
- Identify how a ferry service could **complement the other transportation options** available (Commuter Rail, bus, etc.)



# Status Update on Ferry Procurement

- In coordination with the City of Lynn, MassDOT has provided support for Lynn ferry procurement in the following capacity:
  - Developed a business plan
  - Conducted a market sounding Request for Information
  - Created technical specs for desired vessel
  - Released an RFP for vessel, which closes in February
- Next steps for Lynn include identifying local operating resources and creating an operating plan and other material required for grant obligation

# Rethinking the Way the Bus Network Works

- The Bus Network Redesign is a complete reassessment of the MBTA's bus network to better reflect the travel needs of the region.
- Using location based data to redesign the bus system
- The Redesign is focused on answering the following key questions:
  - **Travel Demand:** What is the current travel demand in the region?
  - **Competitiveness:** Where is transit competitive? And how do we define “competitiveness?”
  - **Destinations:** What does local and regional travel look like?
- New network implemented beginning in mid-2022
- Planning for first round of public meetings in **March and April 2020**. Will be in attendance at Feb 11<sup>th</sup> Lynn Transit Action Plan Meeting



# Building a Case for Bus Lanes as a Short-term Action



Example of center-running bus lanes

- Lynn has high bus ridership all day, and the **busiest corridors experience delay** due to traffic congestion
- Bus lanes are the **quickest way of improving service** for everyday riders and attracting new riders
- **Low capital costs, flexible implementation**
- Improves **travel time and reliability** for bus riders and potentially improves traffic flow for drivers
- Parking impacts are **often absorbed by underused off-street and side-street parking**
- Studies show people driving make up a **smaller share of retail shoppers** than business owners perceive

# Successful Bus Lane Projects in the Region

- Sample of successfully implemented projects across the Boston region
  - Everett placed a peak-hour bus lane on Broadway – **each bus saves 8-10 minutes** during the morning rush hour
  - Boston placed an all-day facility on Brighton Ave – **each bus saves up to 8 minutes** during peak hours





# Bus Lane Implementation Process

- Require approximately 12-feet of dedicated space
  - Typically requires using parking and/or general traffic lane
  - Sometimes requires curb modifications
  - Feasible to create bus + bike lane, depending on speed and bus frequency
- Design and implementation (including funding) is a **cooperative process** between MBTA and roadway owners
- Any project would include **public engagement/ stakeholder outreach**



Bus lane painting in Cambridge

# WESTERN AVE/ROUTE 107

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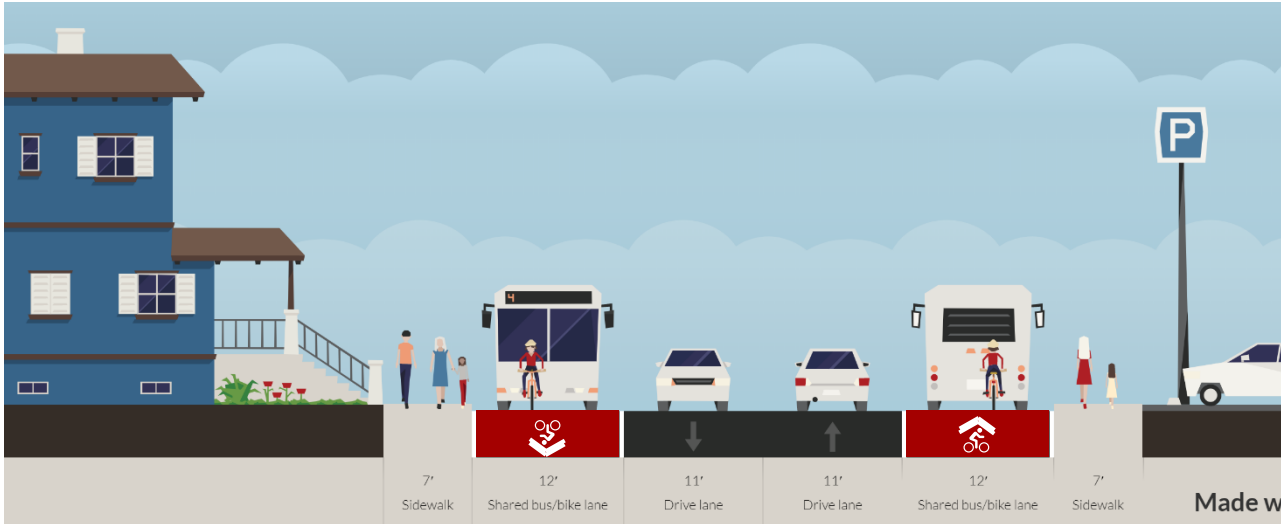


# Proposed Bus Lane for Western Ave/Route 107

- Segment has high ridership and experiences delay due to congestion
  - ~ 8,000 – 9,000 average/weekday
  - Bus riders make up to **40% of corridor users** in the peak
- Provides an important connection to Boston and Salem
- 130 – 160 bus trips in each direction per day, including non-revenue trips to /from the garage



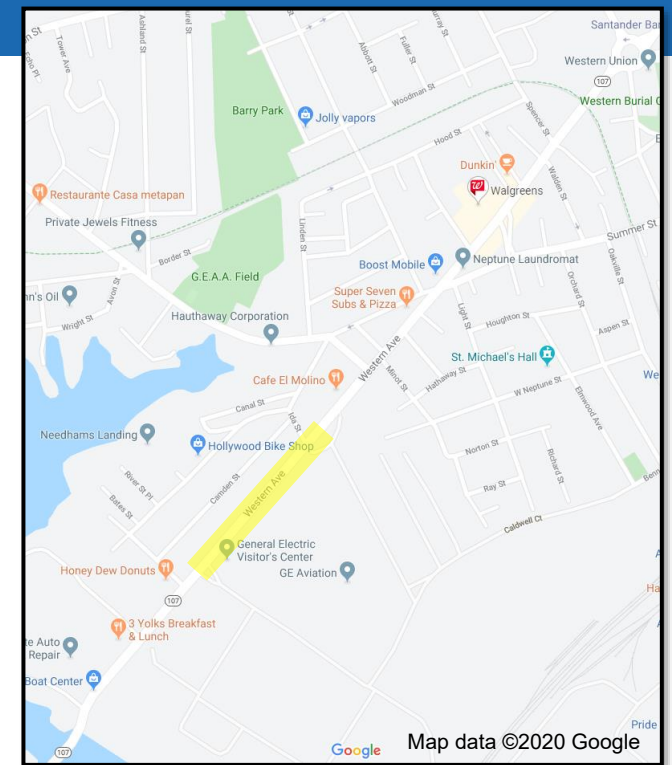
# Proposed Bus Lane for Western Ave/Route 107



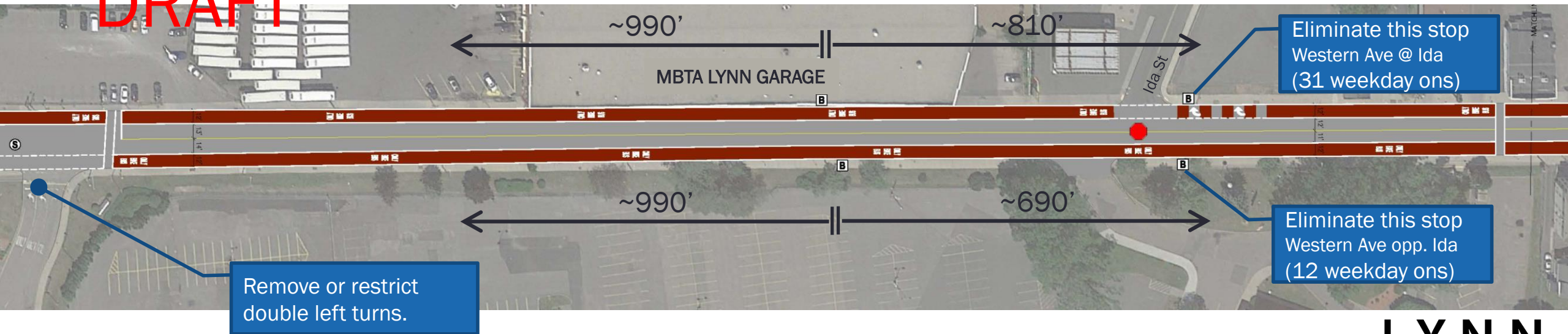
An all-day bus lane along **1.1 miles** of **Western Avenue** to save up to **12 minutes** in the peak periods, improving **bus speed and reliability**.



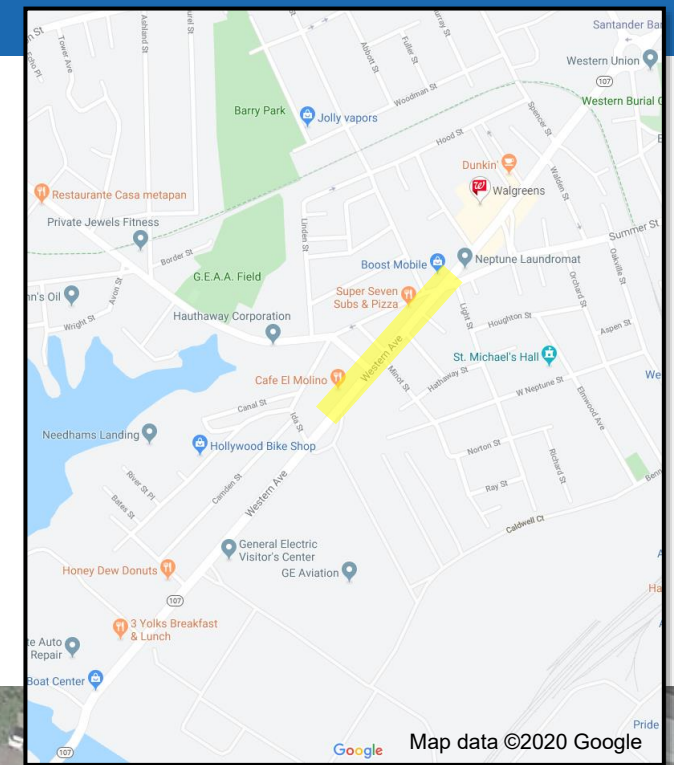
# GE Drive to Ida Street



**DRAFT**



# Ida Street to Nelson Street

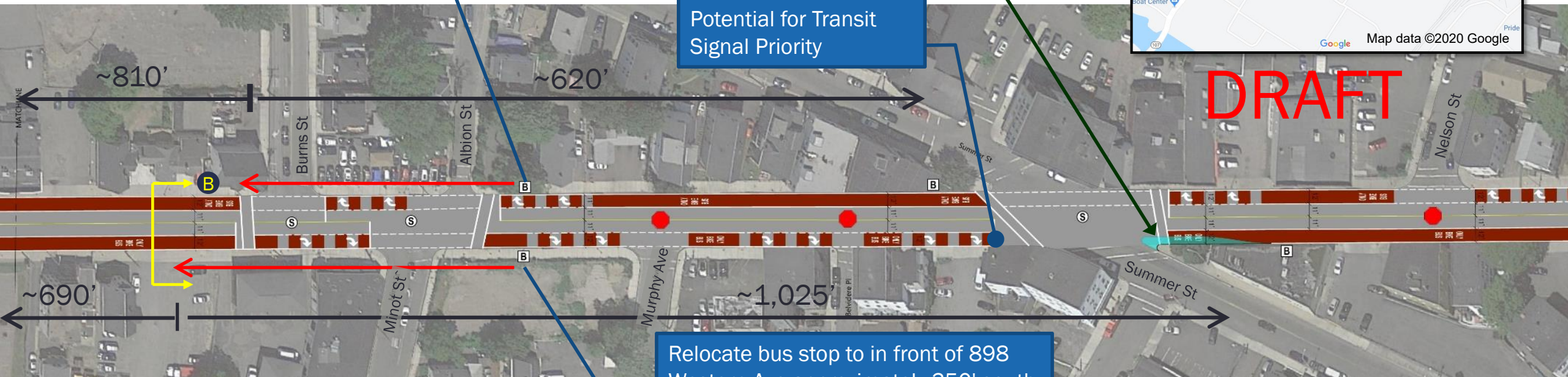


Relocate bus stop to far side of Burns Street approximately 250' south of existing

Impact area = ±550 SF  
Modification may require relocation of pedestrian signal equipment

Potential for Transit Signal Priority

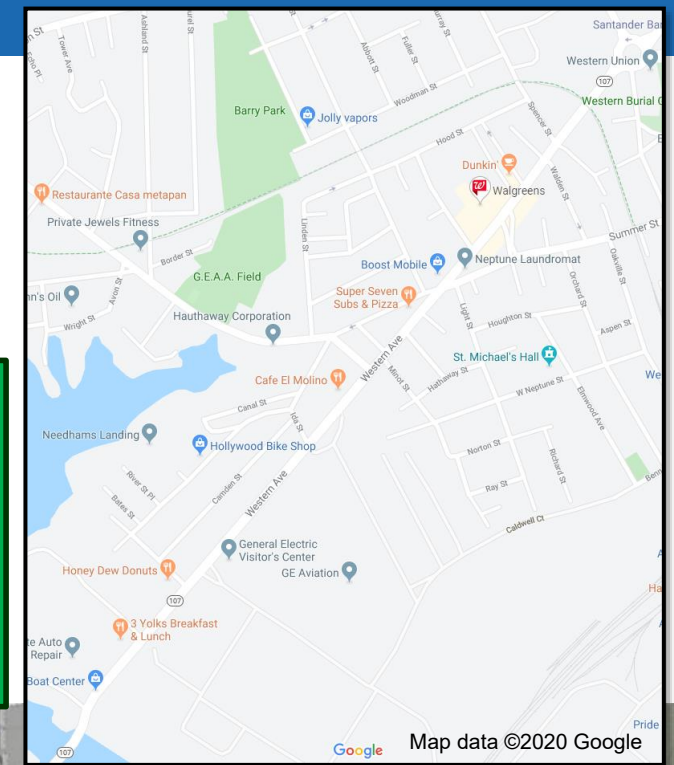
Relocate bus stop to in front of 898 Western Ave approximately 350' south of existing



**DRAFT**



# Nelson Street to Market Square



**Impact Area = ±55 SF**  
Modification may require relocation of illumination pole

**Impact Area = ±800 SF**  
Modification may require relocation of illumination pole and pedestrian signal equipment

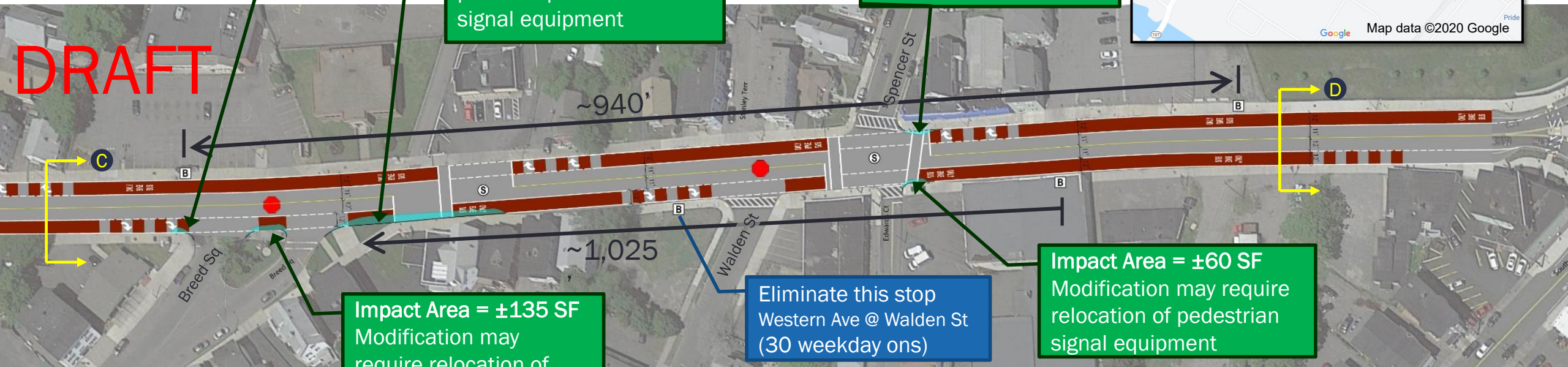
**Impact area = ±70 SF**  
Modification may require relocation of pedestrian signal equipment, manhole, catch basin, and hydrant

**Impact Area = ±60 SF**  
Modification may require relocation of pedestrian signal equipment

**Impact Area = ±135 SF**  
Modification may require relocation of street sign post

**Eliminate this stop**  
Western Ave @ Walden St  
(30 weekday ons)

**DRAFT**





# Potential to Offset Parking Loss in Adjacent Areas

- Parking impacts on **Western Avenue** can be **absorbed by side streets**
  - On average over the day, 50 cars were parked on Western Avenue
  - On average, 110 spaces were available on side streets
- **Off-street parking locations** offer additional opportunity to offset parking loss



# COMMON STREET/MARKET STREET

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# Proposed Bus Lane for Common Street

- Segment has high ridership and experiences delay
  - ~5,500 average/ weekday
  - Connection between downtown and Western Avenue
  - 71 bus trips in each direction
- All-day bus lane along **0.75 miles** to save **up to 4 minutes** in the peak periods, integrating with the Northern Strand

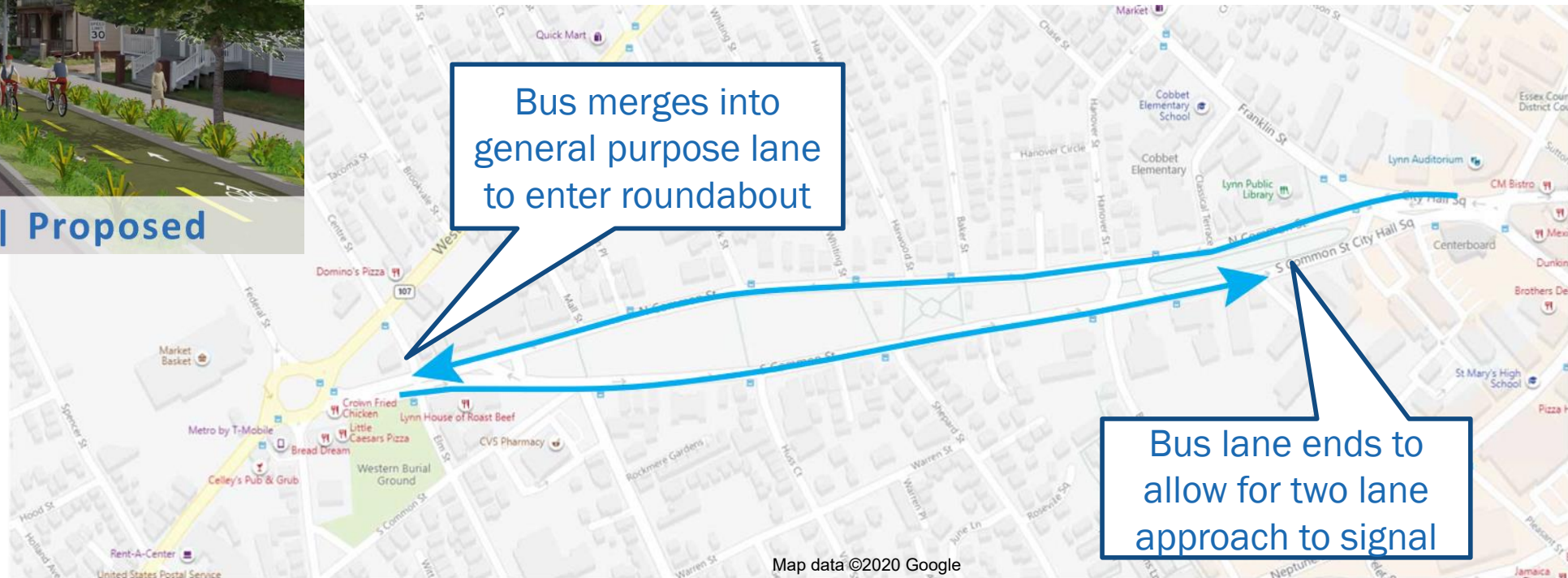




# Proposed Extent of Common Street Bus Lanes



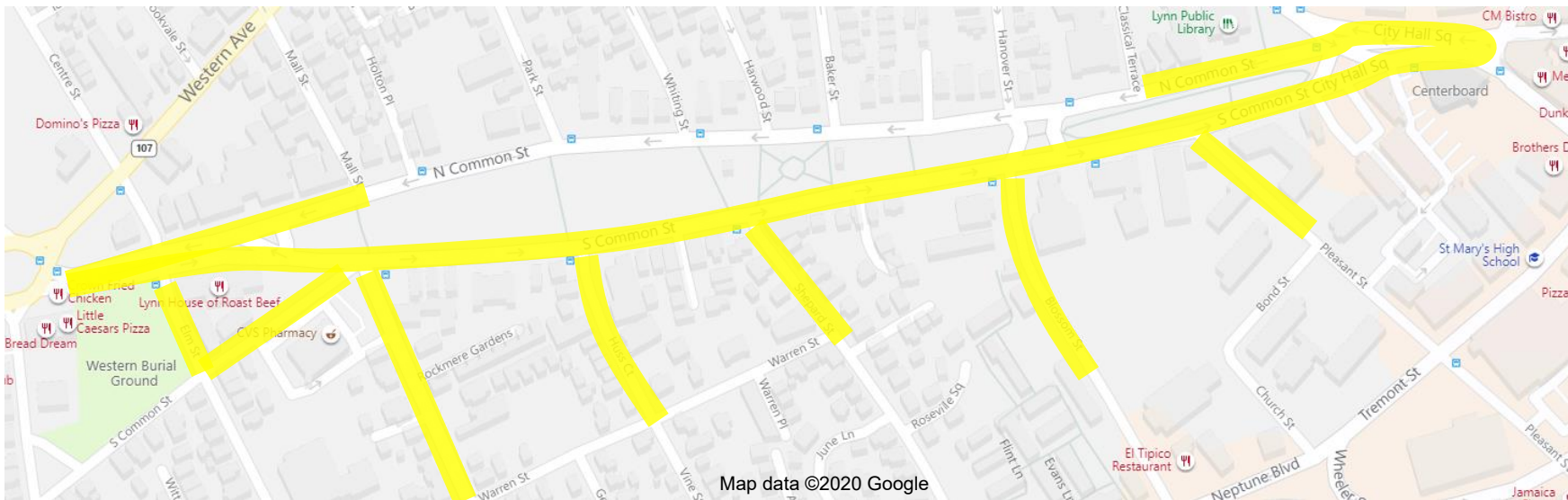
All-day bus lane along 0.75 miles to save up to 4 minutes in the peak periods, connecting potential Western Ave facility to City Hall Square and integrating with the Northern Strand project.



*Northern Strand Trail on-road route includes South Common Street to Market Street, project teams are coordinating designs*

# Potential to Offset Parking Loss in Adjacent Areas

- Parking impacts on South Common Street can be **absorbed by side streets** with adjustments to curb regulations
  - On average over the day, 49 cars were parked on South Common
  - On average, 128 spaces were available on side streets
  - Off-street lots also offer potential to offset parking need





# ROUTE 1A TO WONDERLAND

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# Proposed Bus Lane for Lynnway

- Provides critical connection between **Central Square and Wonderland**, every 8 to 10 minutes during the peak periods
  - ~ 7,600 average / weekday
  - Traffic congestion can add 5 minutes in Lynn and up to 20 minutes on the whole corridor
- A bus lane would improve speed, reliability, and the pedestrian experience on this corridor – opportunity to **enhance transit option ahead of development**



# Proposed Center-Running Bus Lane Concept



- Converts travel lanes into bus only lanes; maintains two general purpose lanes
- Boarding islands with shelters, seating, potential for landscaping, art and other amenities
- Pedestrian refuge islands for safer and easier crossing of Route 1A on foot
- Analyzing retaining dedicated turn lanes to maintain vehicle access to properties along 1A
- Potential for Transit Signal Priority (TSP) to further improve bus travel times



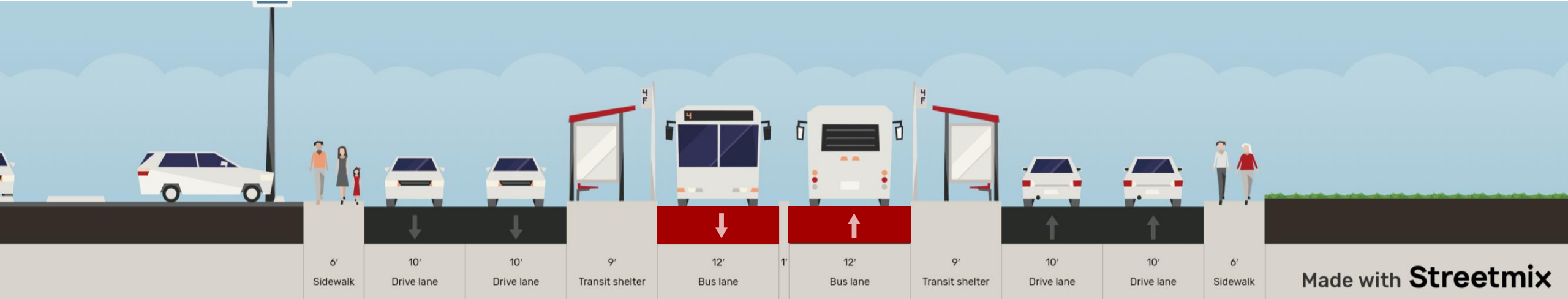
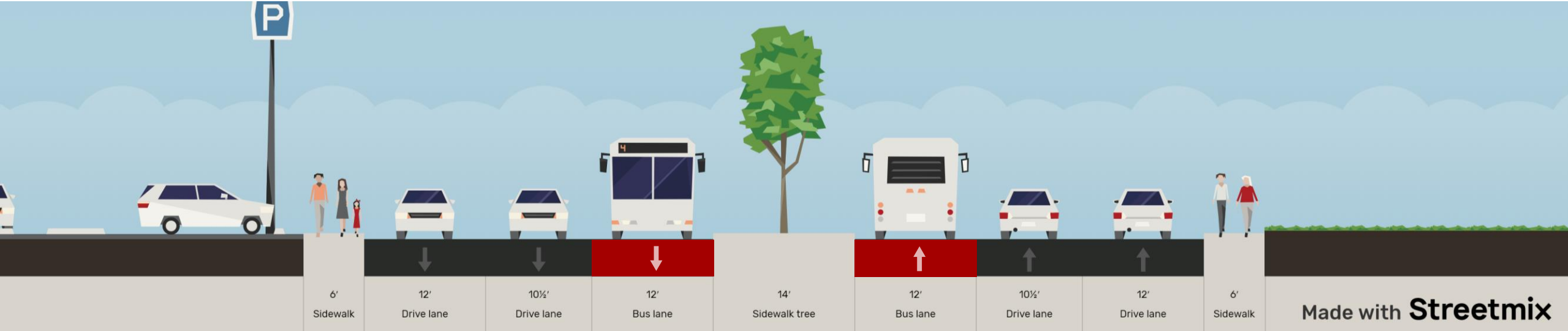
# Overview of the Corridor



Made with **Streetmix**



# Proposed Center-Running Bus Lane Concept



# FEEDBACK?

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- What do you see as the biggest hurdle to the recommendations?
- Who do you see as project champions for these recommendations?

# Advisory Committee Next Steps

- Spread the word!

Public Meeting Tuesday, February 11, at NSCC – Lynn

- Spanish translation will be available
- Advance design, ROW analysis, and outreach for potential bus lanes
- Advance ferry market analysis and coordination with Rail Vision and Bus Network Redesign
- Identify date for next Advisory Committee meeting (Spring)
  - Purpose: Present and gather input on **refined concepts**

# Thank You!

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