

LYNN



TRANSIT ACTION PLAN

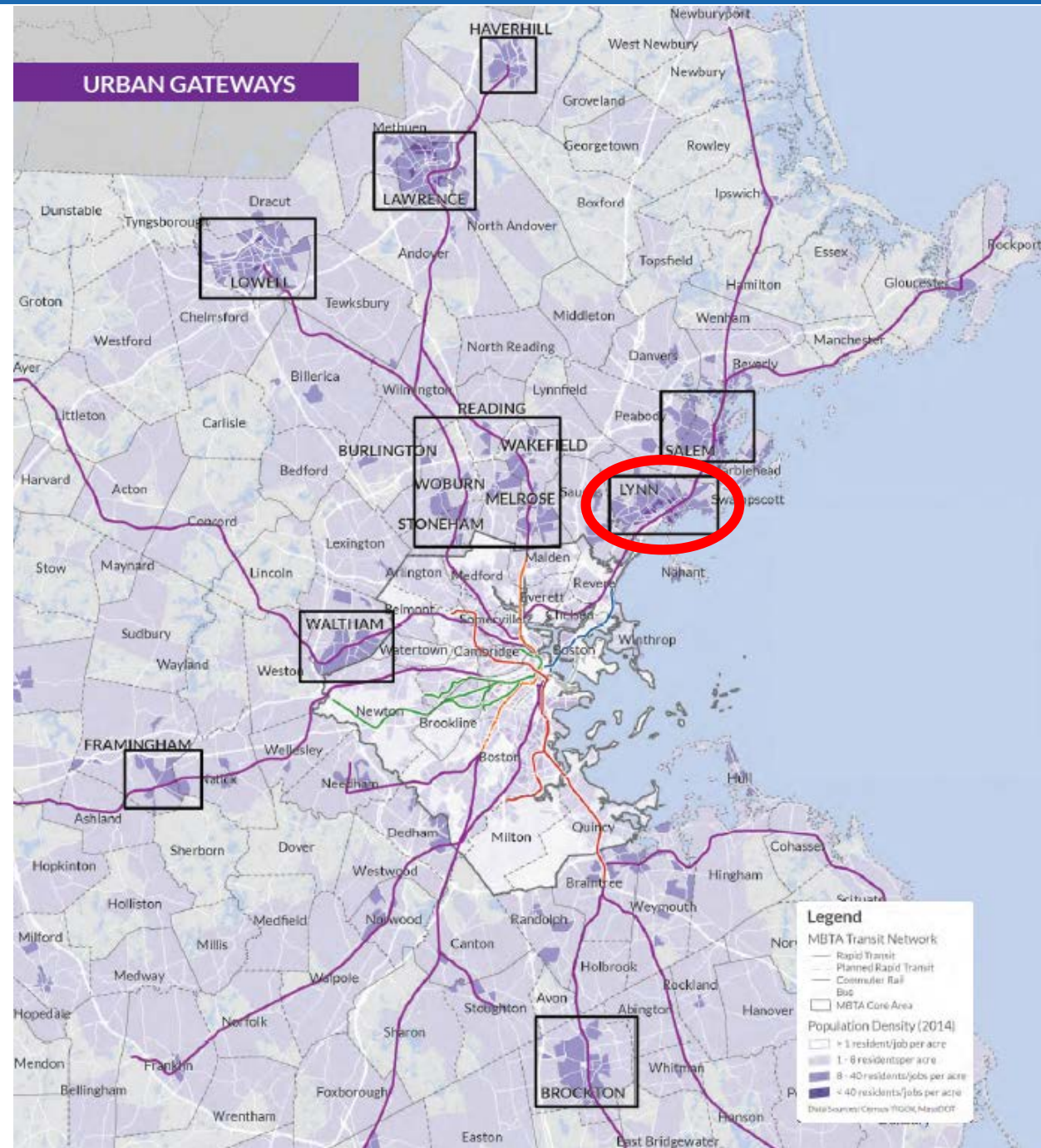
Open House
February 11, 2020

Presentation Topics

- Overview of the Transit Action Plan
- Stakeholder Outreach and Existing Conditions
- Potential Improvement Strategies
- Next Steps

Context for Lynn Transit Action Plan

Focus40, the MBTA's investment plan highlighting the needs of Greater Boston between now and 2040, identifies Lynn as a “Priority Place” within the existing transit network that would benefit from and can support higher quality service.



Purpose of the Lynn Transit Action Plan

Launched in 2019 to:

- 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

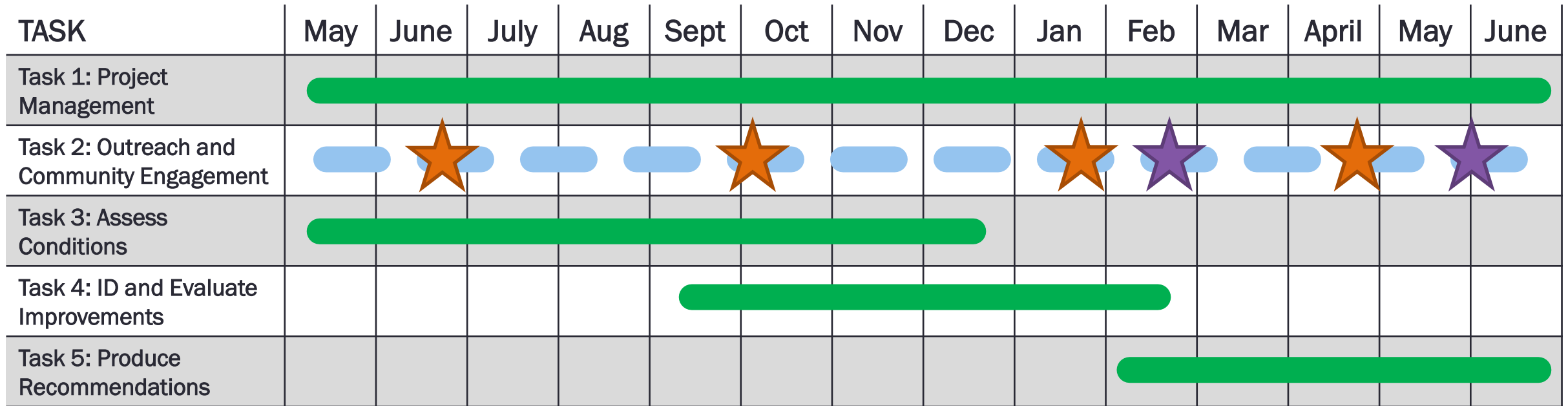
Pursue changes and improvements to the transit system that support the 3E's:

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**.

Project Schedule



A thorough evaluation of costs, ridership potential, and operational feasibility, as well as conversation with key Lynn stakeholders, will inform the ultimate recommendations.

- ★ Advisory Committee meeting
- ★ Public meeting

Stakeholder Briefings

- Three Advisory Committee Meetings
- Lynn Schools Superintendent and Transportation 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
- Lynn YMCA
- MBTA Bus Operators at Lynn Garage
- City of Revere Economic Development Director

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**

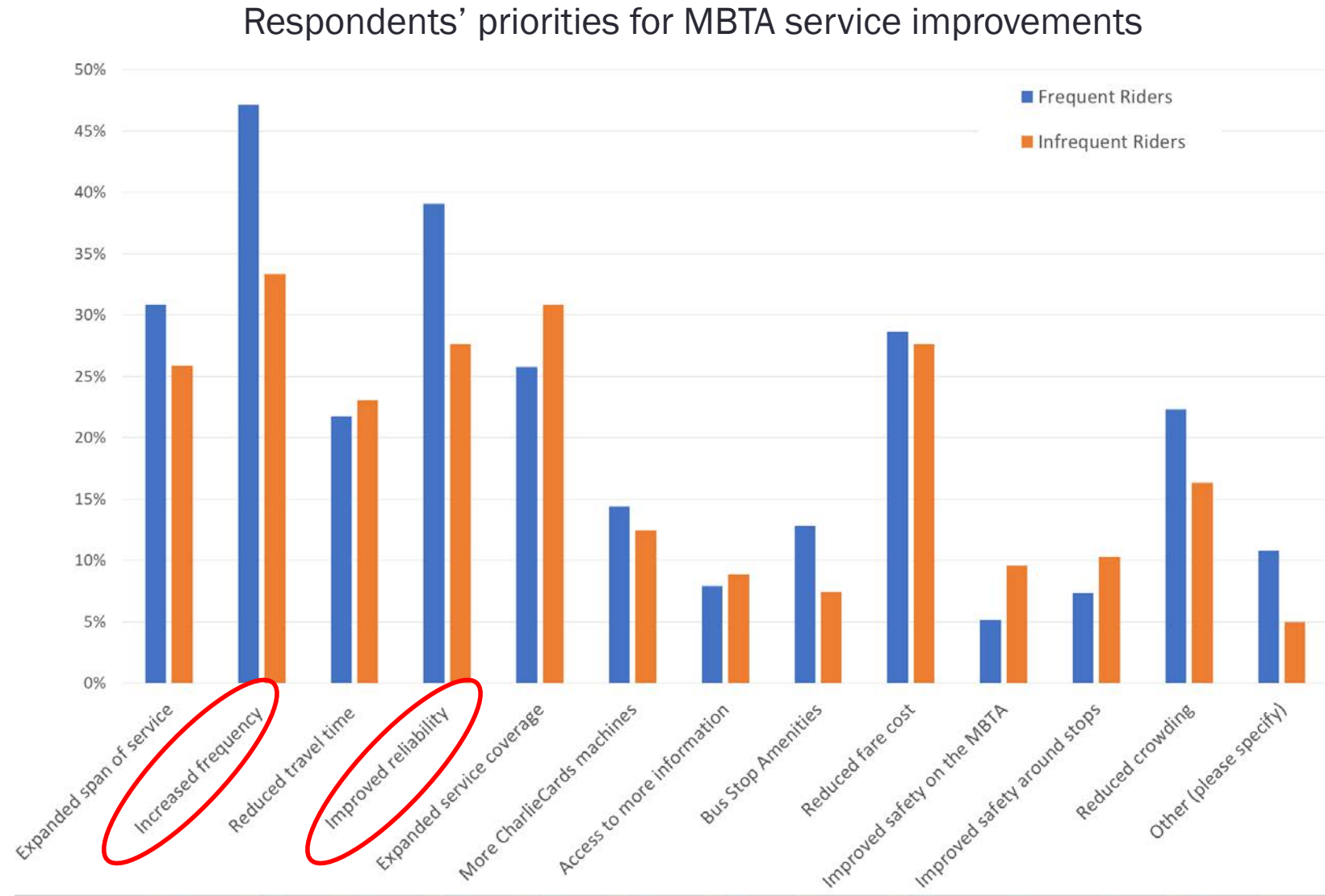
Public Input Survey

- Survey open from September to November 2019
 - **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

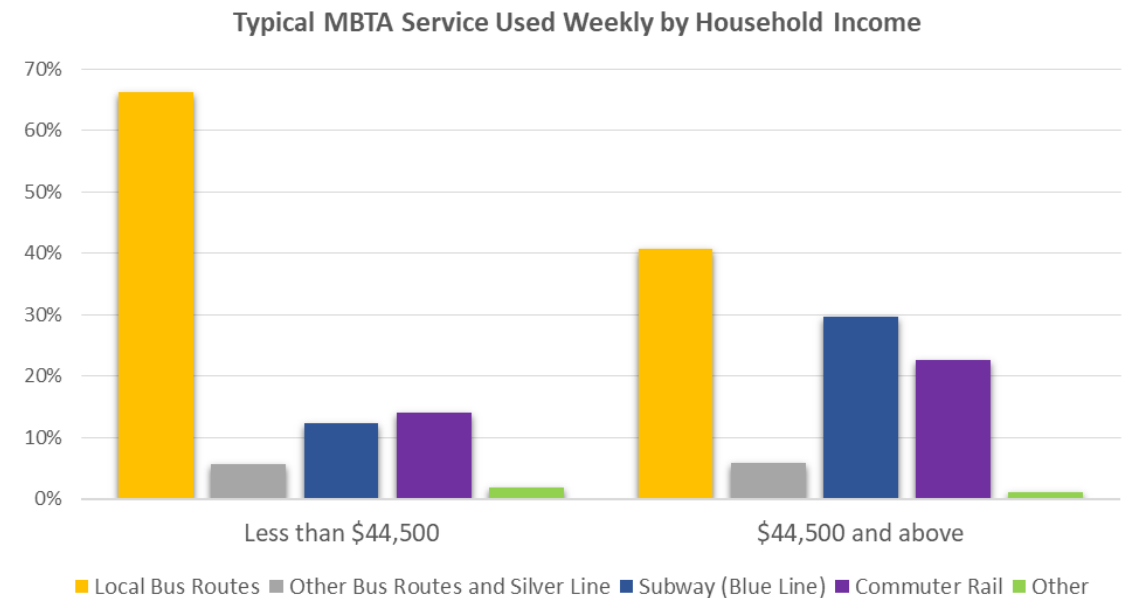
- 50% of frequent riders use the MBTA as their primary mode of transportation
- Top reasons frequent riders use the MBTA were preference for not driving, lack of access to a car, and cost of parking



What We Heard:

Low Income and Non-Low Income Respondents

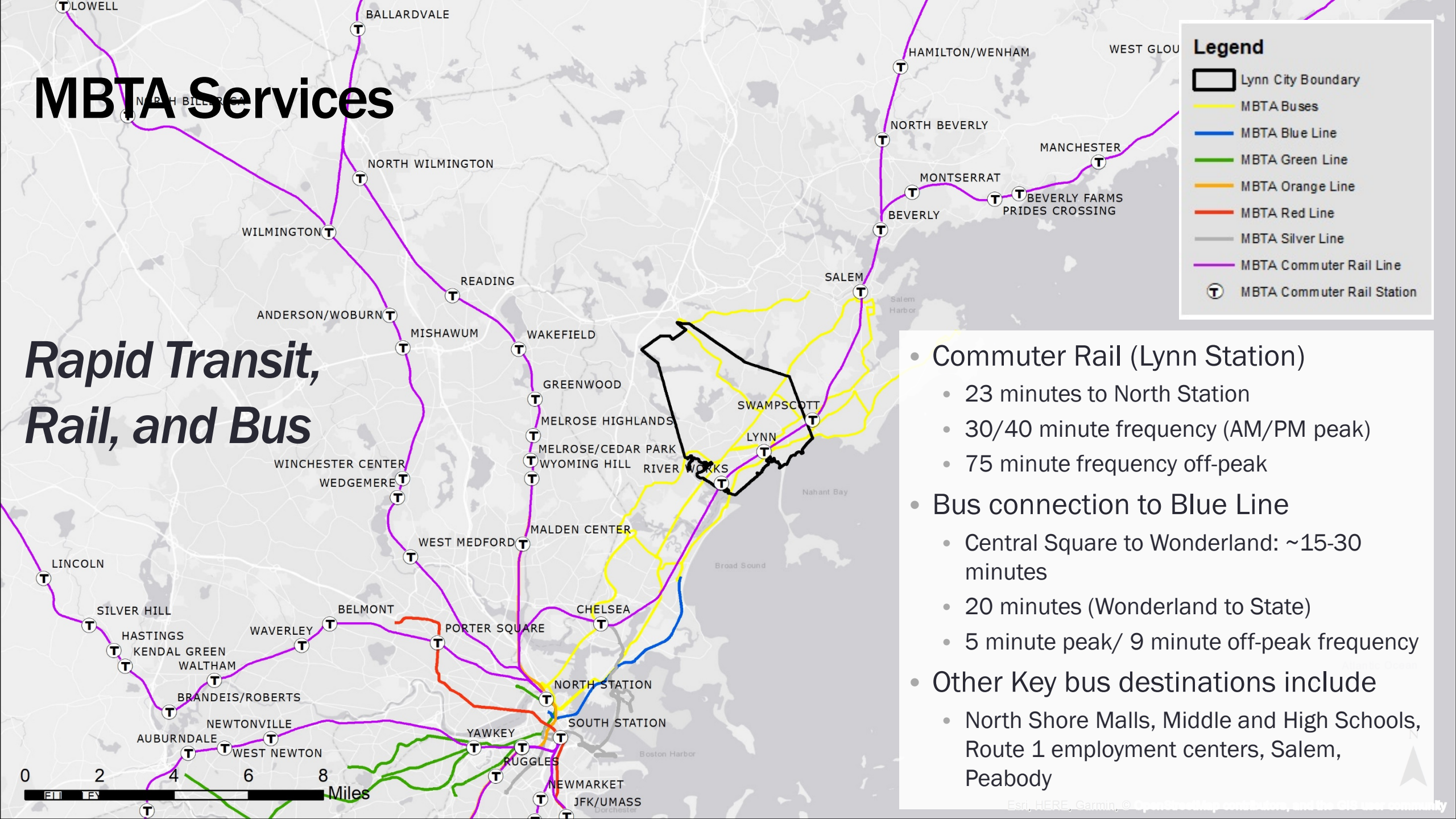
- Lower income households reported **using transit, and specifically local buses, at higher rates** than higher income households
- **Fare cost** was the top reason among **lower income households** for not using the MBTA more often
- **Preference for driving** was the top reason among **higher income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



EXISTING CONDITIONS

MBTA Services

Rapid Transit, Rail, and Bus

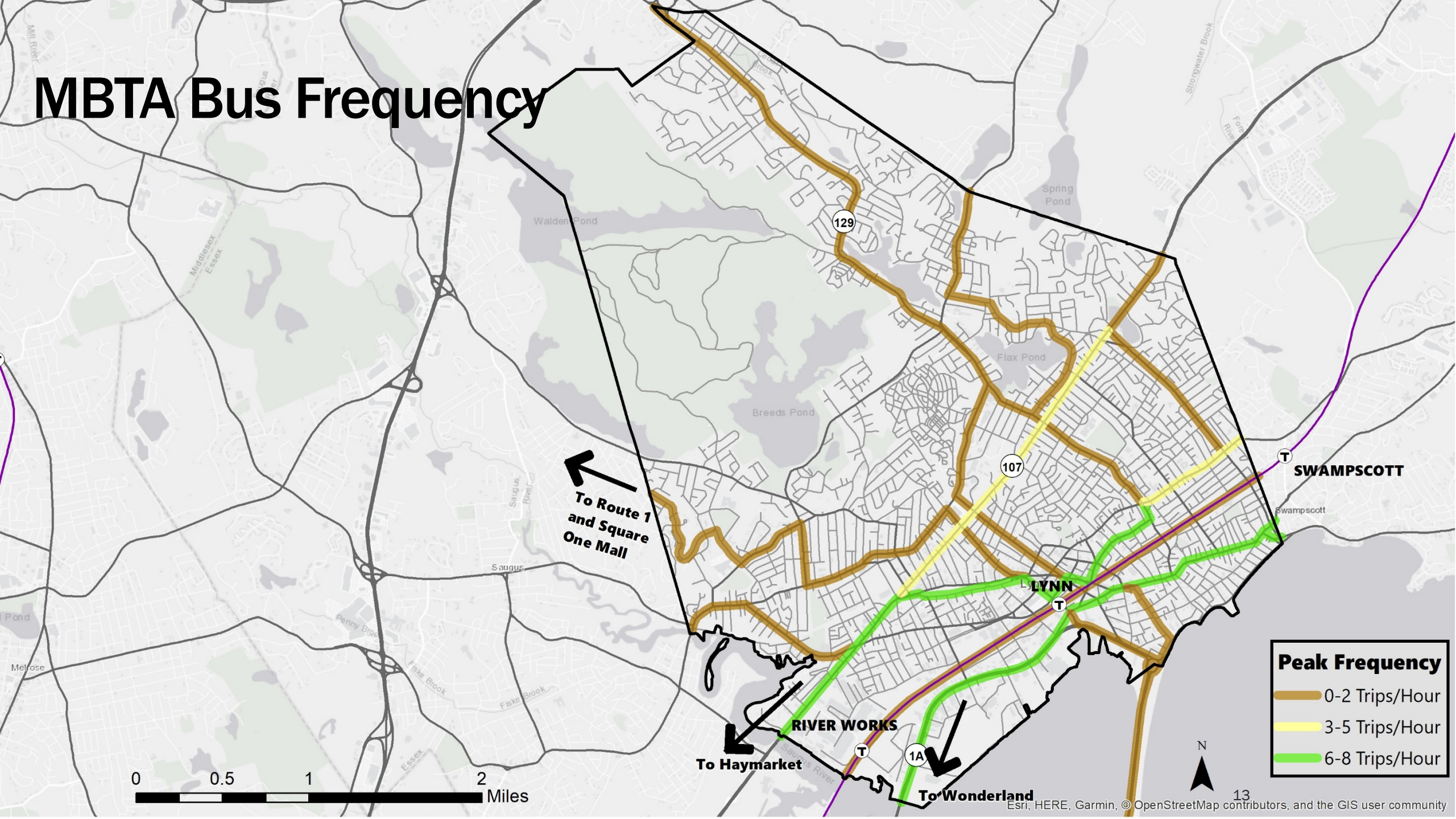


Legend

- Lynn City Boundary
- MBTA Buses
- MBTA Blue Line
- MBTA Green Line
- MBTA Orange Line
- MBTA Red Line
- MBTA Silver Line
- MBTA Commuter Rail Line
- Ⓣ MBTA Commuter Rail Station

- Commuter Rail (Lynn Station)
 - 23 minutes to North Station
 - 30/40 minute frequency (AM/PM peak)
 - 75 minute frequency off-peak
- Bus connection to Blue Line
 - Central Square to Wonderland: ~15-30 minutes
 - 20 minutes (Wonderland to State)
 - 5 minute peak/ 9 minute off-peak frequency
- Other Key bus destinations include
 - North Shore Malls, Middle and High Schools, Route 1 employment centers, Salem, Peabody

MBTA Bus Frequency



**To Route 1
and Square
One Mall**

To Haymarket

To Wonderland

Peak Frequency

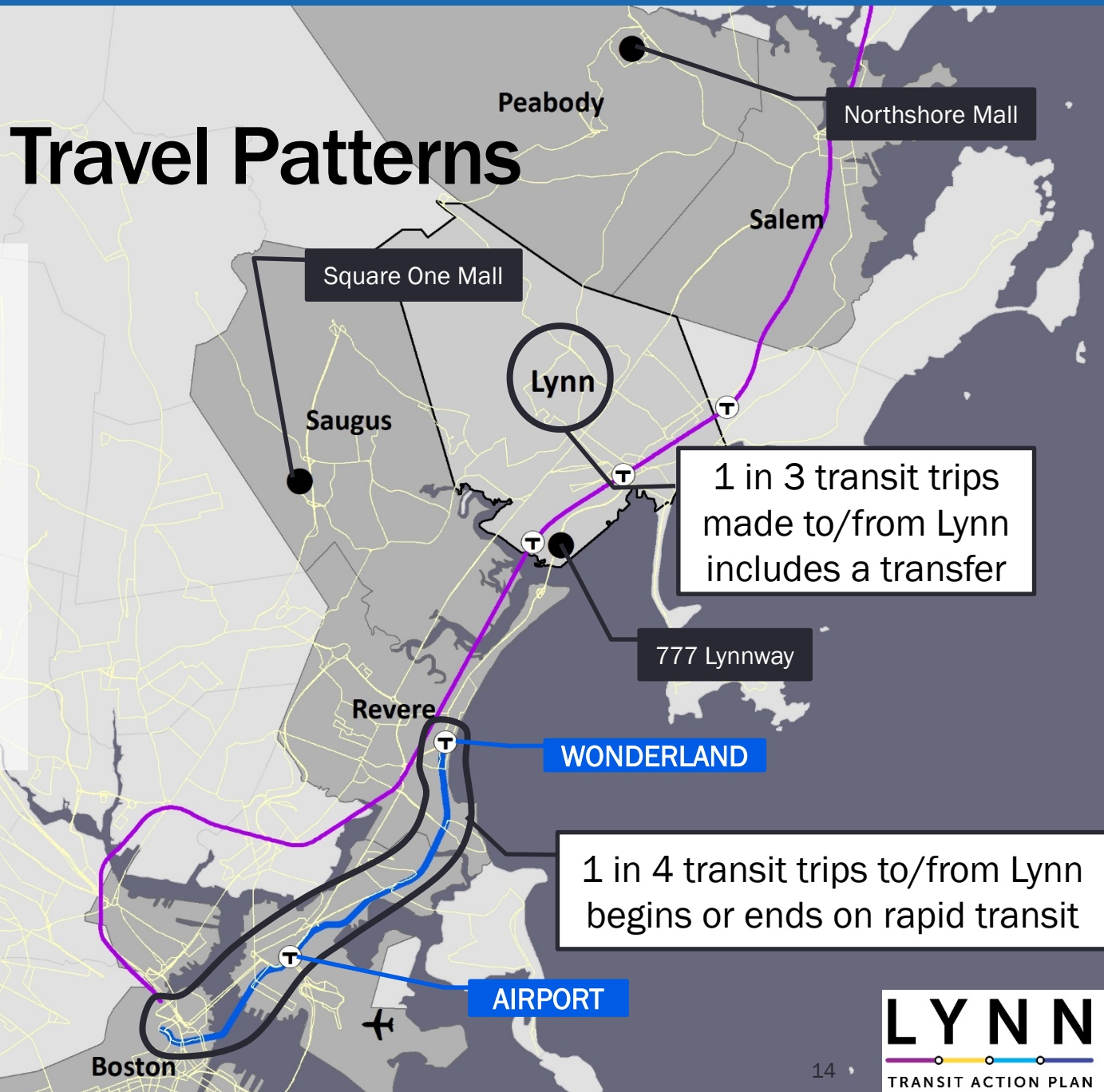
- 0-2 Trips/Hour
- 3-5 Trips/Hour
- 6-8 Trips/Hour

0 0.5 1 2 Miles



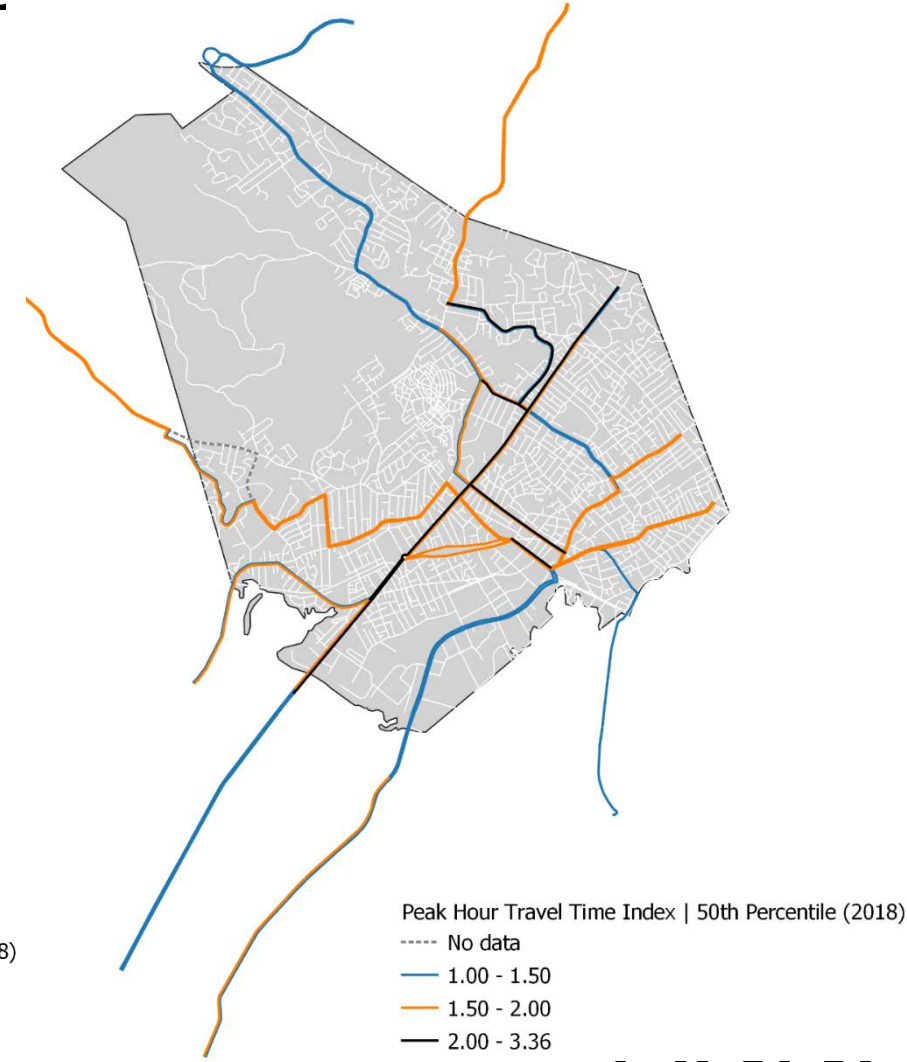
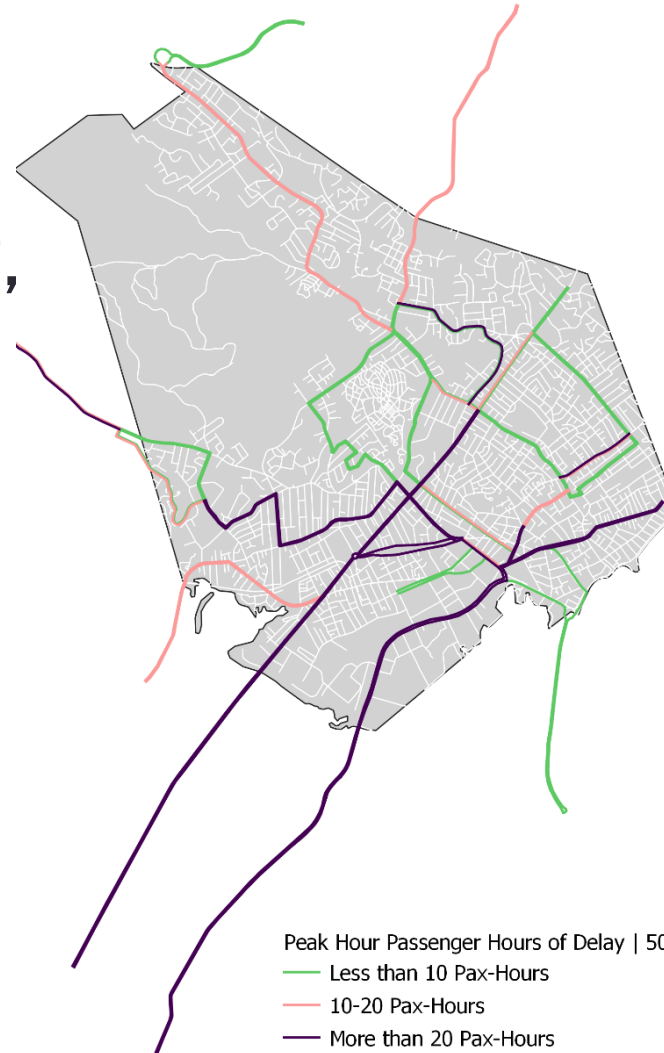
Existing Bus + Subway Travel Patterns

- Travel patterns identified in MBTA origin-destination pattern dataset
 - Nearly a third of trips starting in Lynn end 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 30-40 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

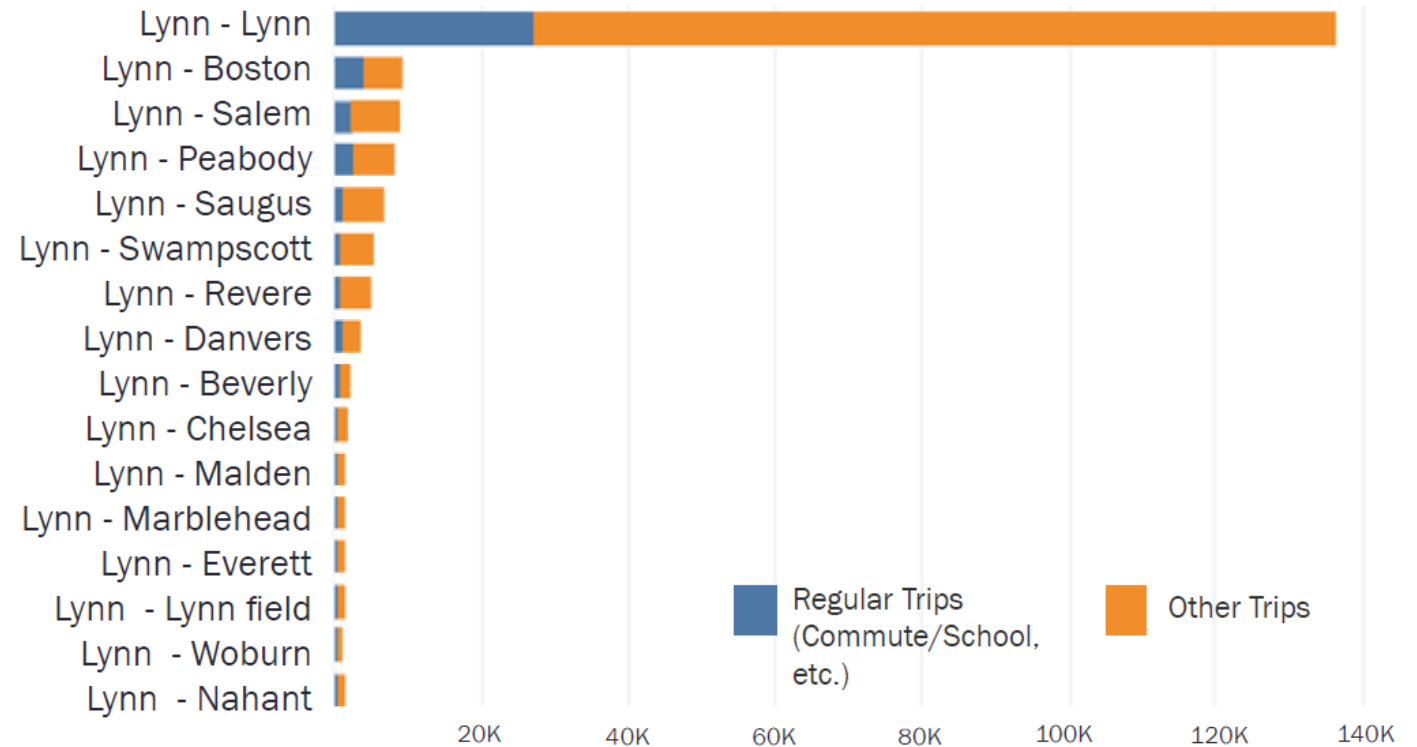
Month	Occupancy Averages								Days in Month with Occupancy of:			
	Total	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	< 50%	50% - 75%	75% - 90%	> 90%
July	44%	47%	46%	48%	46%	43%	38%	39%	29	2	0	0
August	44%	46%	47%	47%	46%	44%	39%	40%	31	0	0	0
September	46%	51%	50%	52%	51%	47%	38%	39%	18	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.

General Travel Patterns in Lynn and the North Shore

- For all trip purposes, trips within Lynn are most common, and are spread evenly across the day.
- **88% of all weekday trips** starting in Lynn end within the North Shore

Top Destinations for Trips Starting in Lynn (All Modes)



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** addresses some issues

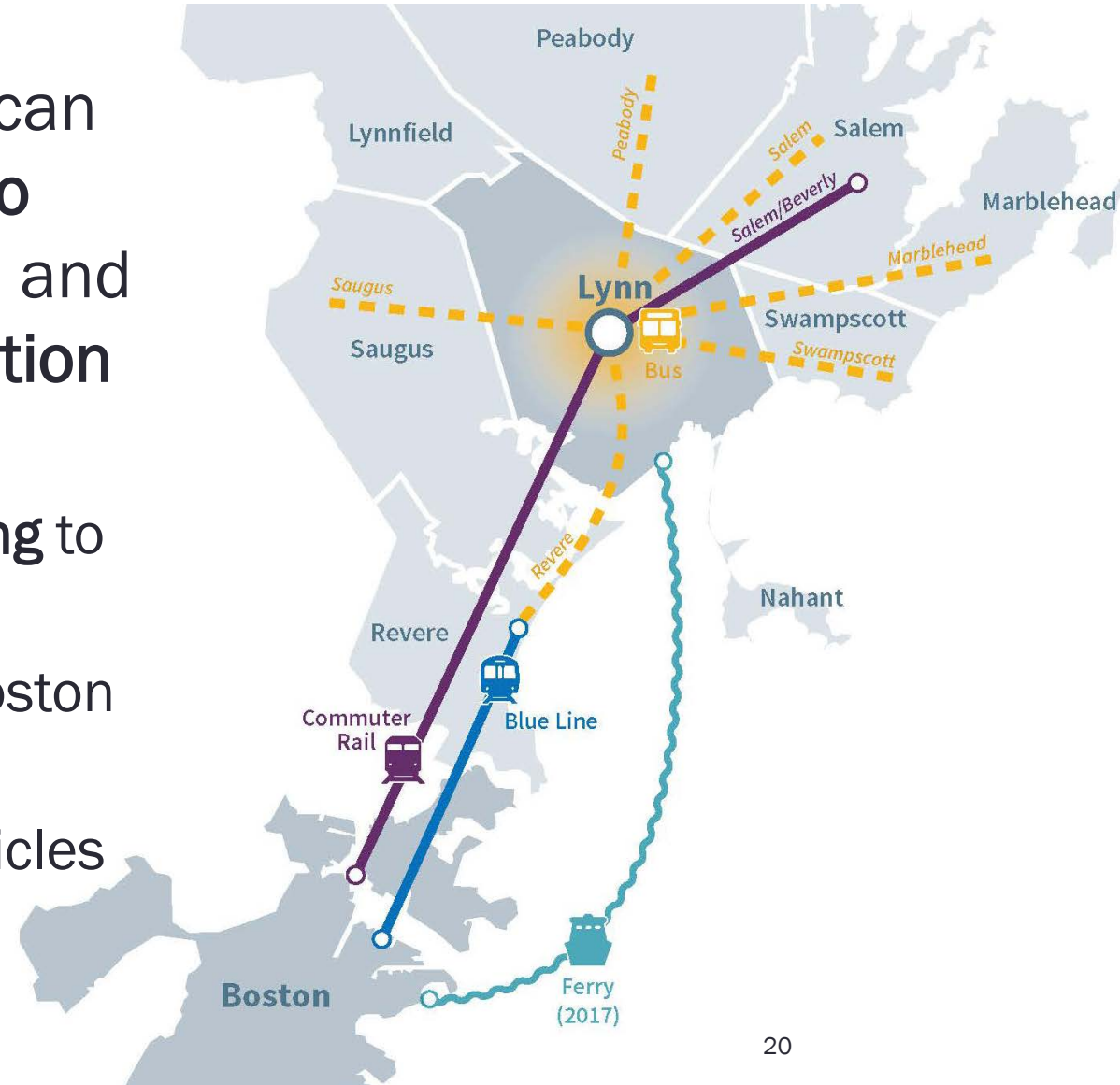


OVERVIEW OF POTENTIAL TRANSIT IMPROVEMENT STRATEGIES

Potential for Mobility Improvements in Lynn

A robust public transportation system can further support the residents of Lynn to prosper, the region's economy to 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, fares)
- 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 a Request for Proposals 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.**

Implementing 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



Everett: Broadway



Boston: Brighton Ave

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 & roadway owners
- Any project would include **public engagement/ stakeholder outreach**



Bus lane painting in Cambridge

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 connection to Boston and Salem
- 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**
- Parking impacts on **Western Avenue** can be absorbed on side streets



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 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



Next Steps

- Share your input with us at this meeting!
- February – June
 - Continuing to gather input on potential improvement strategies
 - Finalizing strategies and recommendations in the Draft Plan

Thank You!

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