

# Project Features

Faster, more reliable bus service  
(3 to 5-minute time saving during peak periods)



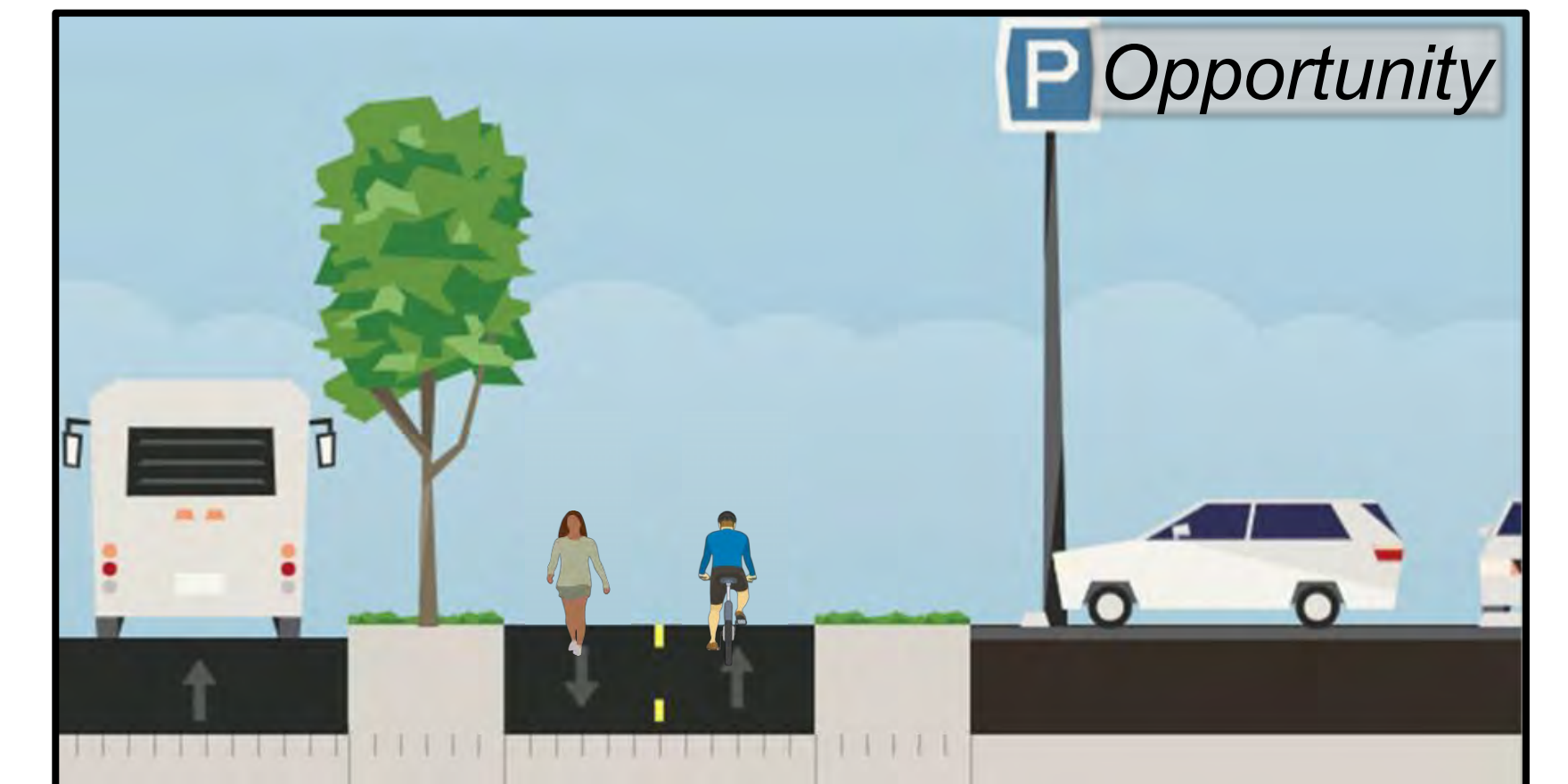
Enhanced bus stop canopies and signage  
with better spaced bus platforms



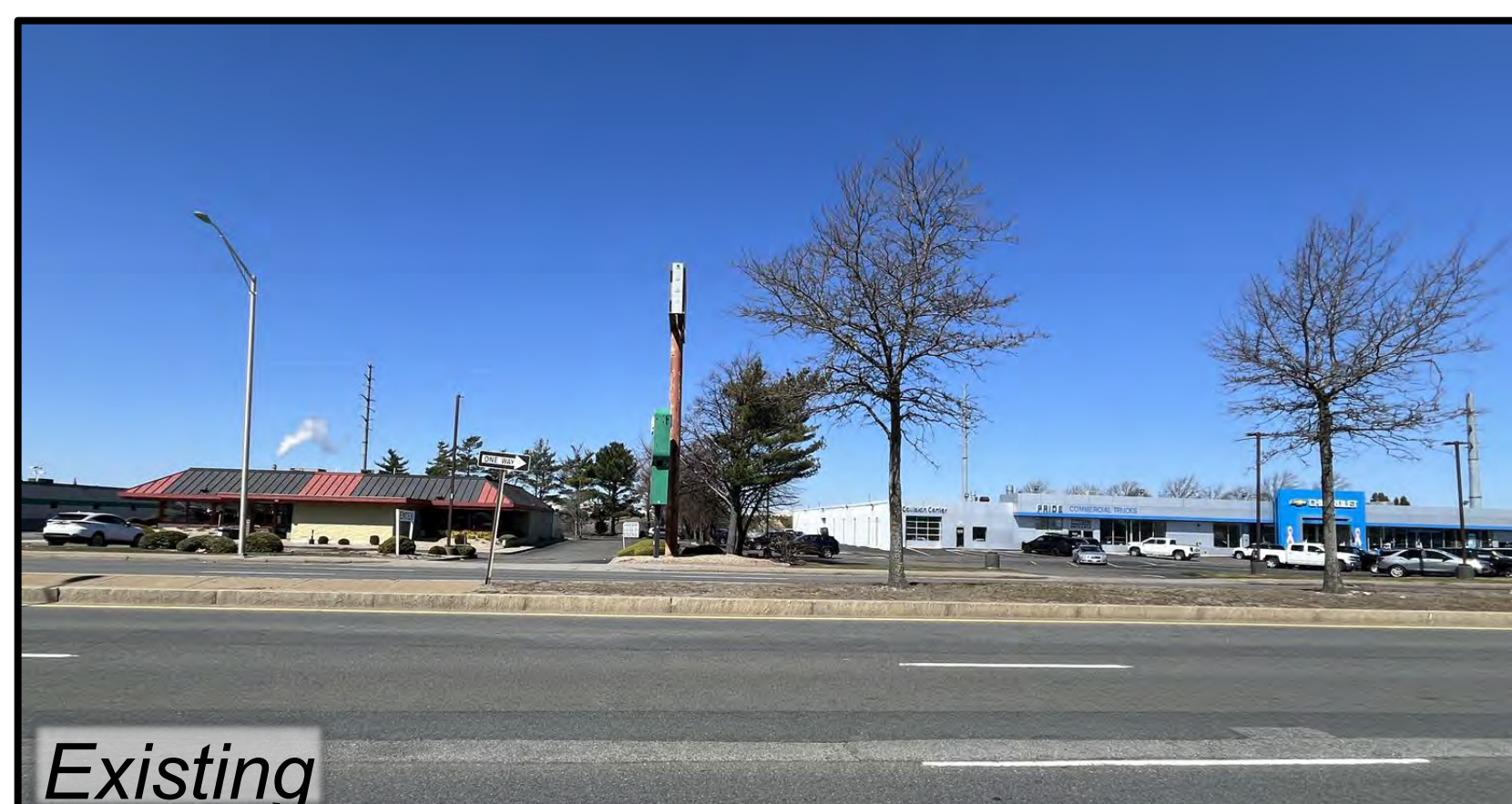
Safer,  
ADA-compliant crosswalks



Wider sidewalks and bike facilities  
to support new development



More sidewalk trees and shade on  
both sides of the Lynnway



Modern traffic signal  
infrastructure



# Lynnway of Today

## Today's Lynnway has:

- Predominantly commercial and industrial uses, with limited residential development at the southern and northern ends of the project area
- MBTA bus routes that serve 3,000 daily boardings and 70,000 weekly trips
- 40,000 cars per day, but with outdated and unsafe roadway design
- Some of the highest crash “clusters” in the state for automobiles, pedestrians, and bicyclists
- High speeds and narrow sidewalks, making the area undesirable for pedestrians and other modes, particularly for those trying to cross the Lynnway
- Trees predominantly located in the median and along the northbound side of the Lynnway, with long gaps between sidewalk shade trees, especially in the southbound direction
- Outdated and inefficient traffic signal infrastructure
- Streetlights that don't adequately light sidewalks



## Previous Work:

*PARKWAYS MASTER PLAN  
(DCR, 2020)*

*BUS NETWORK REDESIGN  
(MBTA, 2022)*

*SOUTH HARBOR IMPLEMENTATION PLAN  
(CITY OF LYNN, 2024)*

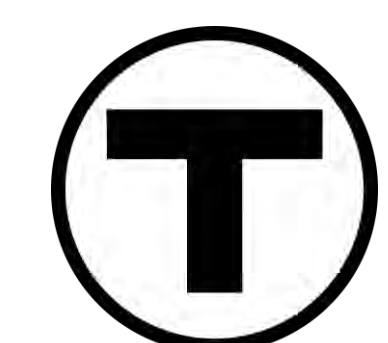
*CONCEPT DESIGN  
(SPRING 2026)*

*LYNN TRANSIT ACTION PLAN  
(CITY OF LYNN, 2020)*

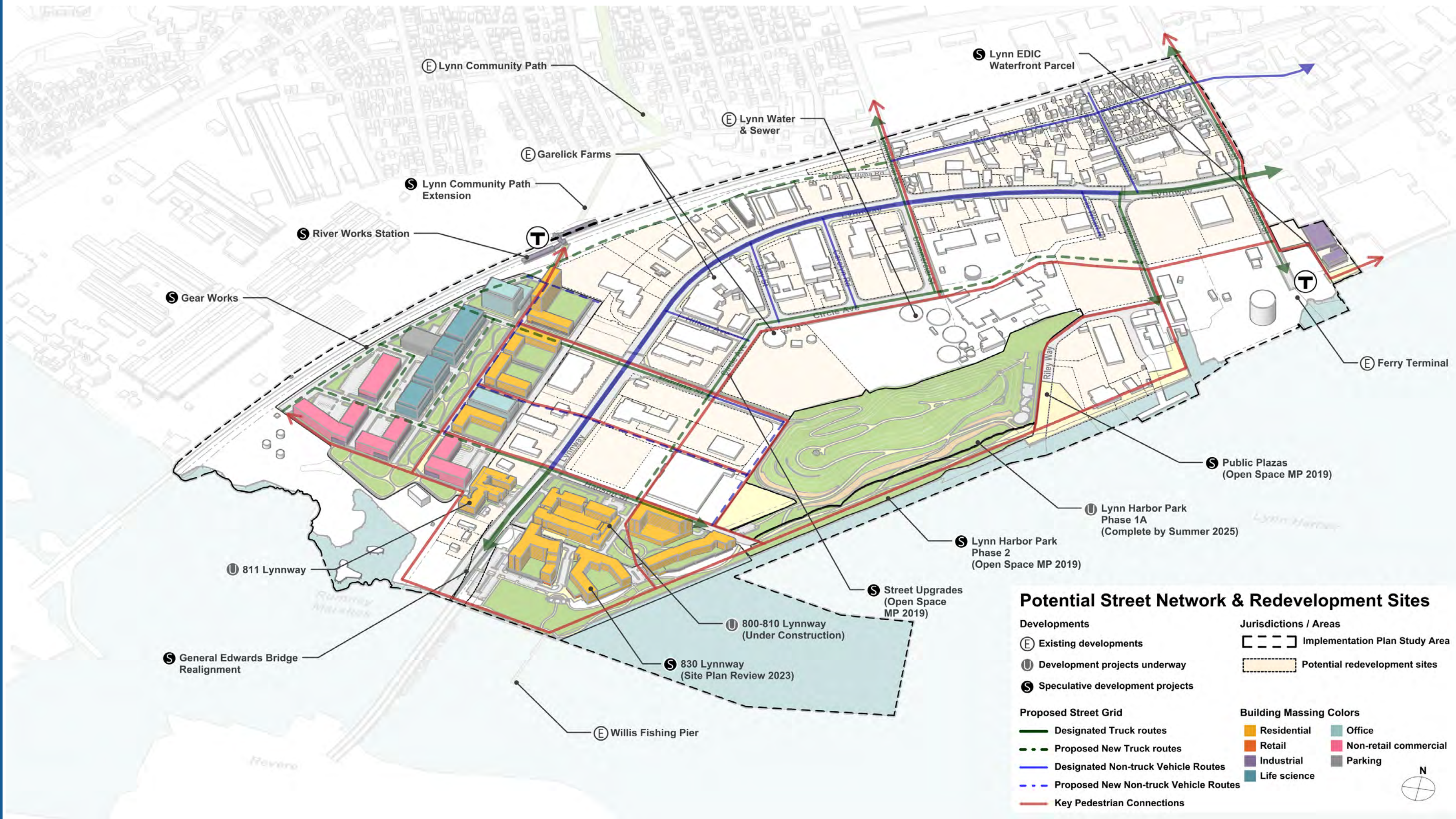
*AWARDED USDOT  
RAISE GRANT  
(2022)*

*VISION LYNN  
(CITY OF LYNN, 2023)*

*EXISTING CONDITIONS  
OUTREACH (2025)*



# Lynnway of Tomorrow



Lynn South Harbor Implementation Plan

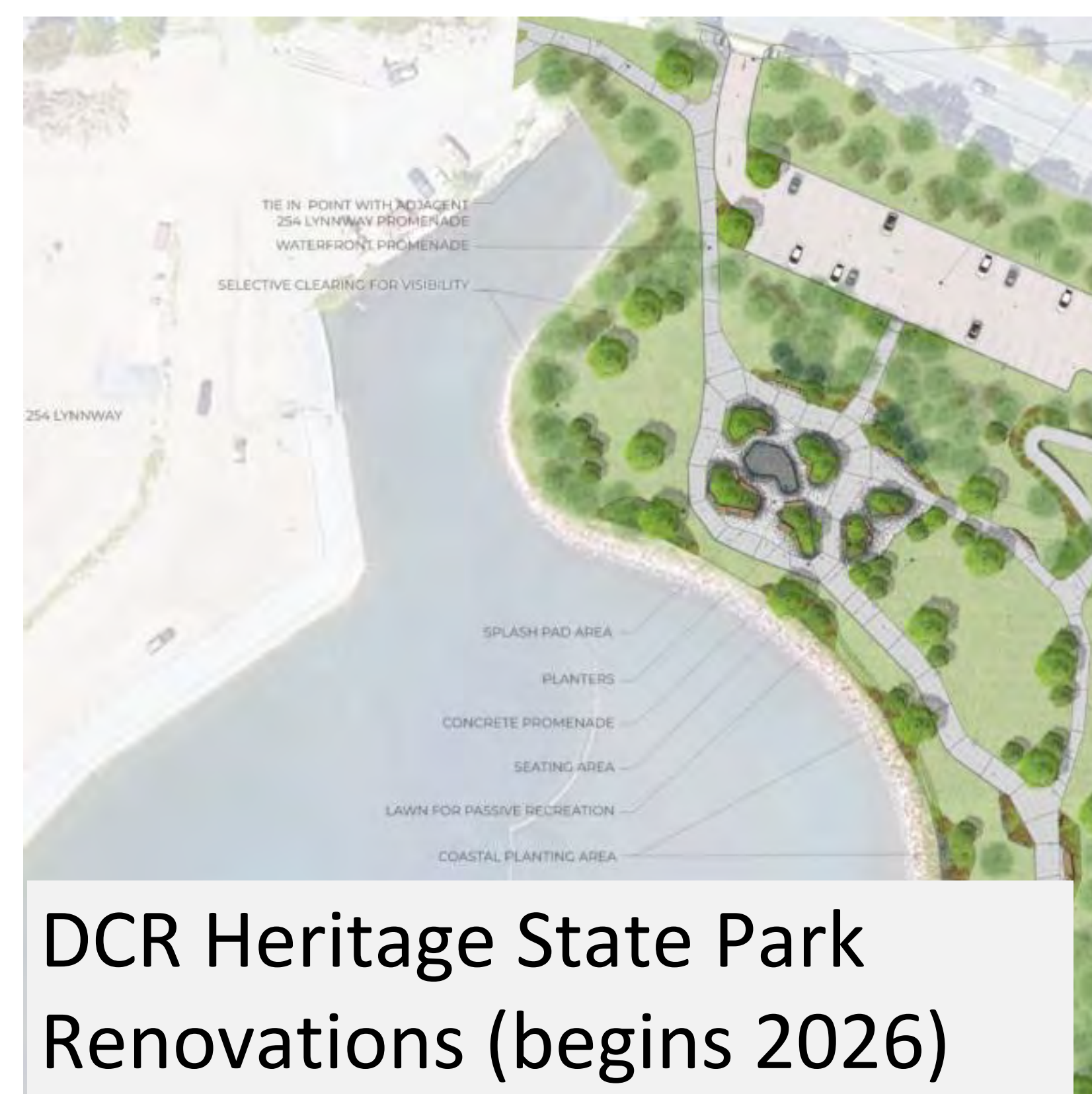
Looking ahead, the City of Lynn has developed a vision for a calmer and more connected South Harbor, with an adjacent street grid to support safer local trips and new development. Between 2025 and 2035, it is anticipated that the project area will see:

- 2,000+ new units of housing
- Up to 1.6M+ sq.ft. of commercial, office, and retail space
- 40+ acres of open space, including two new parks
- Re-built GE bridge, roadway and commuter rail infrastructure

The Lynnway concept design considers these ongoing changes while balancing the existing needs of existing land uses and the Lynnway's regional importance.



The Shipwright  
(completed 2025)



DCR Heritage State Park  
Renovations (begins 2026)



830 Lynnway (proposed)

# Project Goals & Funding

The MBTA is partnering with the City of Lynn, the Department of Conservation and Recreation (DCR), and the Massachusetts Dept of Transportation on the Lynnway Multimodal Corridor Project.

## Project Goals



**Safer, calmer roadway**



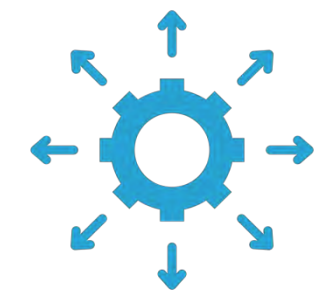
**Faster, more reliable, and more comfortable transit**



**Updated signals and better traffic flow**



**Improved green infrastructure, including street trees and landscaping**



**Design supports pending development and “Lynnway of tomorrow”**



**Safer bike connections to local and regional destinations and green spaces**



**Safer and more comfortable place to walk along and across – not just drive through**

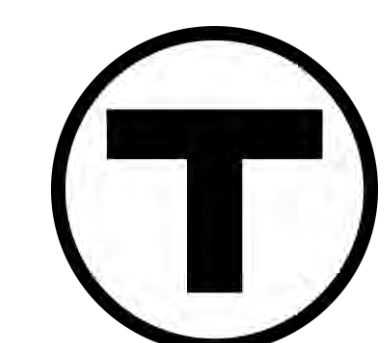


## Project Funding

Building on plans led by the City of Lynn, the MBTA, and DCR, MassDOT successfully applied for a 2022 U.S. Department of Transportation RAISE grant to help fund the redesign and construction of a safer, more multimodal Lynnway.

**RAISE** is a federal grant program that helps communities build transportation projects with local or regional impacts and safety improvements.

The Lynnway grant provides funding for pedestrian safety enhancements, bus lanes, bike lanes, roadway improvements, traffic signal upgrades, and green infrastructure.



# Public Engagement To Date

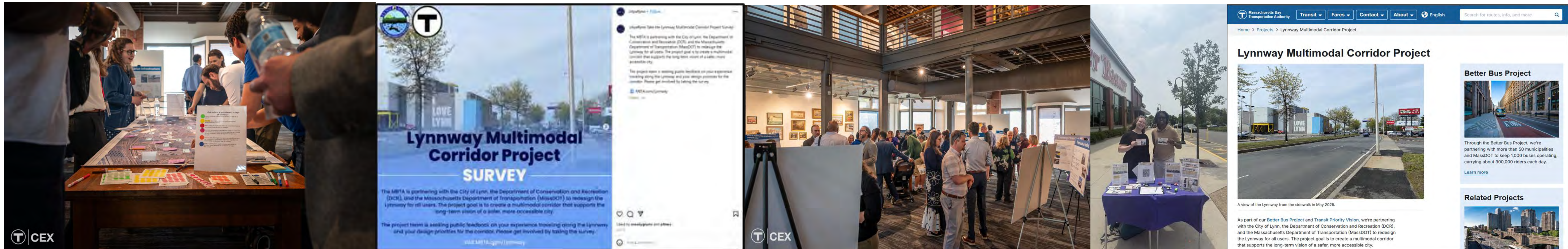
## INTERACTIONS:

- First round of public engagement occurred in Summer – Fall 2025
- Events in Lynn, Marblehead, and Nahant

- 415+ print materials distributed
- 2 roundtables for businesses and developers
- Online survey in 7 languages

## FEEDBACK:

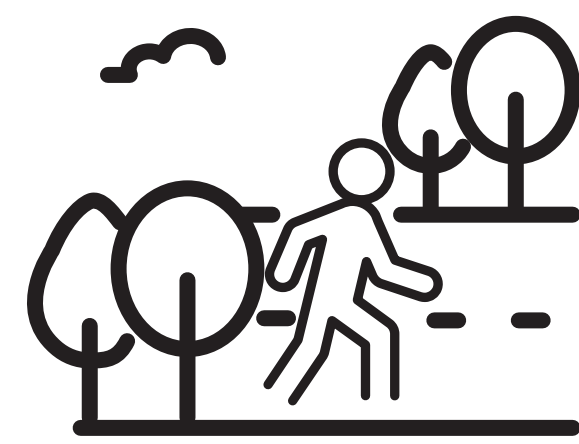
- 1,645 survey responses
- 30 comment forms
- 40 roll plan map comments
- 970 board/dot exercise interactions



## WHAT WE HEARD:



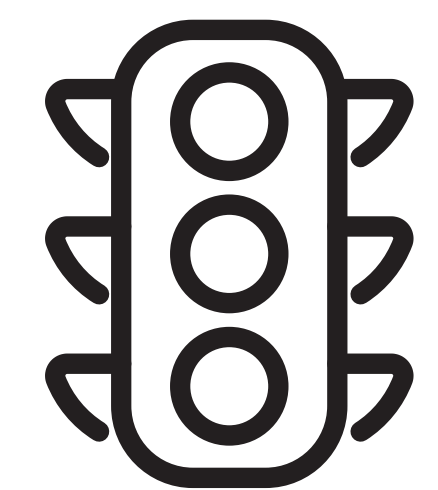
Most drivers feel safe while pedestrians and cyclists feel unsafe due to inadequate infrastructure



Desire for additional trees and green space to make the area more pleasant and growth oriented



Developers and abutting businesses see value and employee benefits in frequent, reliable transit



Improved traffic signals and flow are the top priority - users have concerns about increased congestion and commute times

Individuals could participate in multiple ways, including in person and online. Feedback may include multiple responses from the same individual.

# Bicycle & Pedestrian Infrastructure

## WHAT WE HAVE SEEN & HEARD

Desire for safer, more frequent, pedestrian crossings that connect businesses and public space without compromising traffic flow

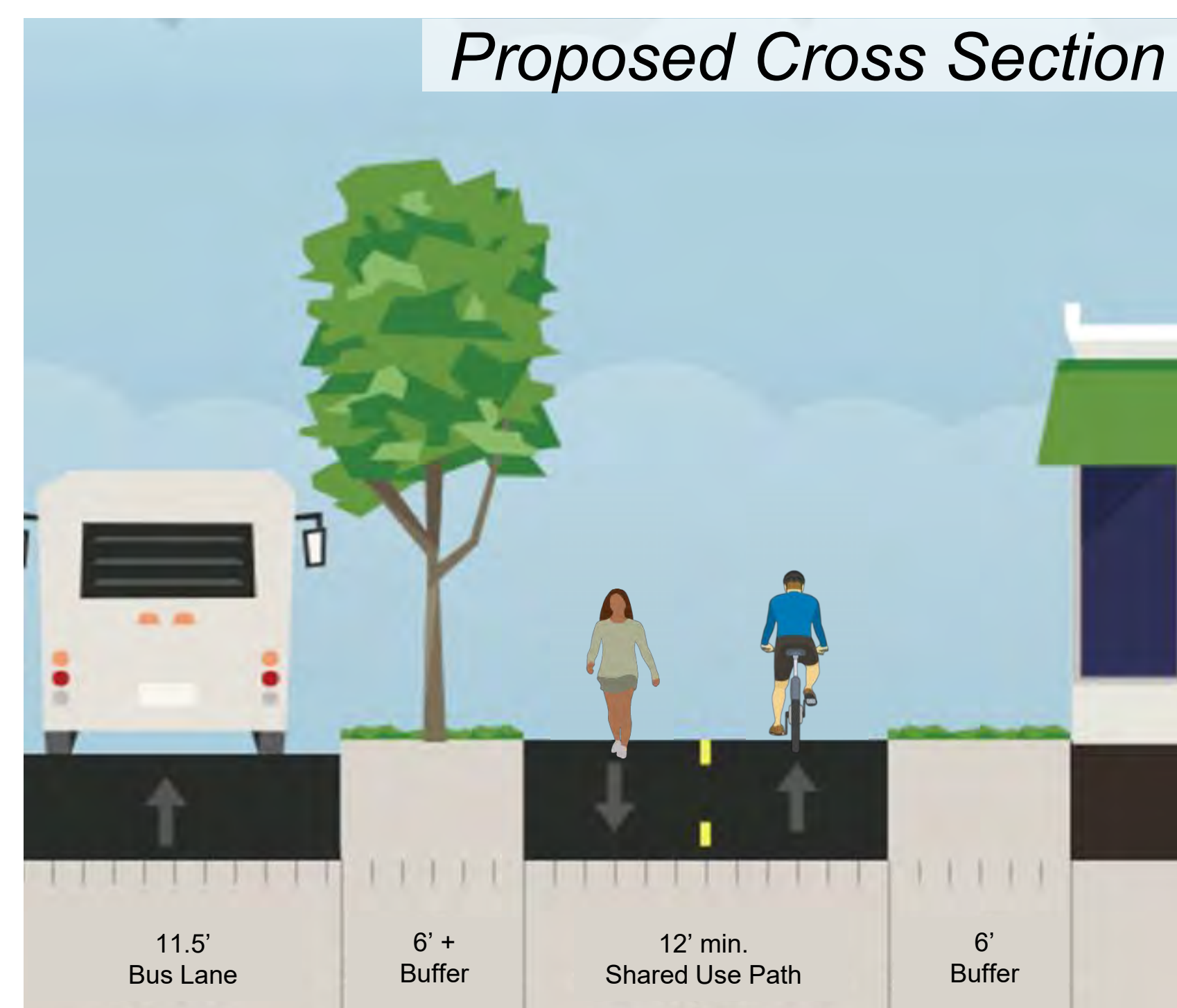
Pedestrian safety needs to be prioritized to support pending waterfront development

It does not feel safe to be a cyclist and there are opportunities to improve existing infrastructure and create new paths of travel

Narrow sidewalks adjacent to high-speed traffic makes the Lynnway unappealing

## DRAFT CONCEPT FEATURES

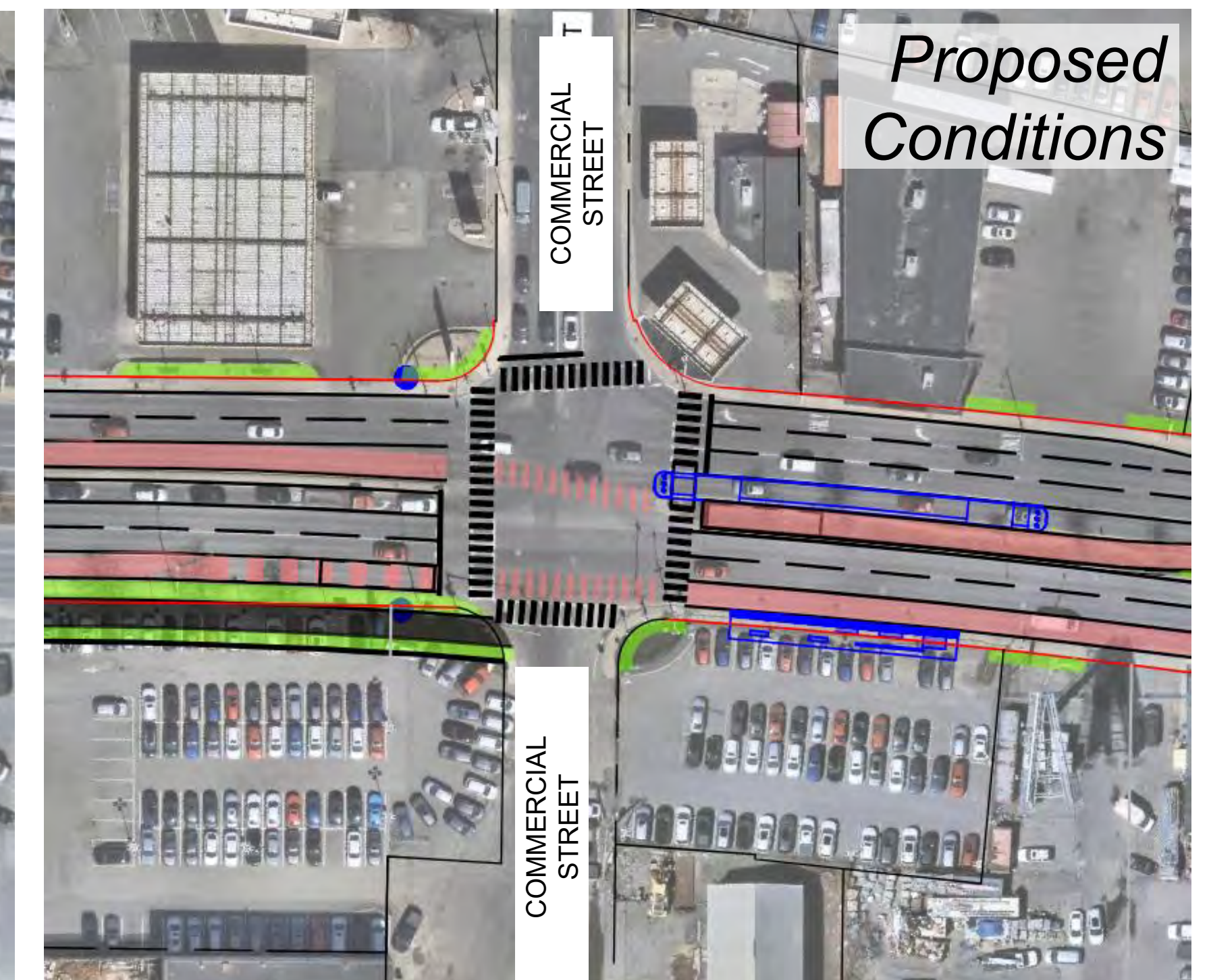
### Hanson Street



- Sidewalk directly next to high-speed vehicles:
  - reduces safety and comfort for pedestrians
  - Noise and fume exposure
- Light poles and trees narrow sidewalk and constrain its use by wheelchairs and other devices
- Cyclists must share lanes with vehicles or navigate narrow sidewalks and driveways

- Shared use paths allow a variety of non-motorized users to share the space and travel in both directions
- Landscaped buffer protects users from exhaust fumes and high-speed vehicles
- Safer sidewalks allow short vehicle trips on foot, bike, or bus (e.g., Lynnway resident shopping or eating at local restaurants)
- Connects to new GE Bridge path

### Commercial Street



- Pedestrian crosswalks are in poor condition or non-existent
- Crossing ramps do not meet current standards
- Often no refuge for pedestrians at midpoint of Lynnway crossing

- Upgraded pedestrian crosswalks and ramps to meet current ADA standards
- The southbound center running bus lane offers a safe waiting spot for pedestrians while crossing the Lynnway
- Northbound bus lane provides buffer between pedestrians and general traffic

# Trees & Public Realm

## WHAT WE HAVE SEEN & HEARD

Existing street lighting is car-oriented and does not contribute to a welcoming pedestrian experience

2025 survey indicated trees were desired in several locations, including Hanson St and Harding St, Commercial St to Shepard St, and Pleasant St to Market St

The Lynnway's current design does not align with the City's vision or its future development

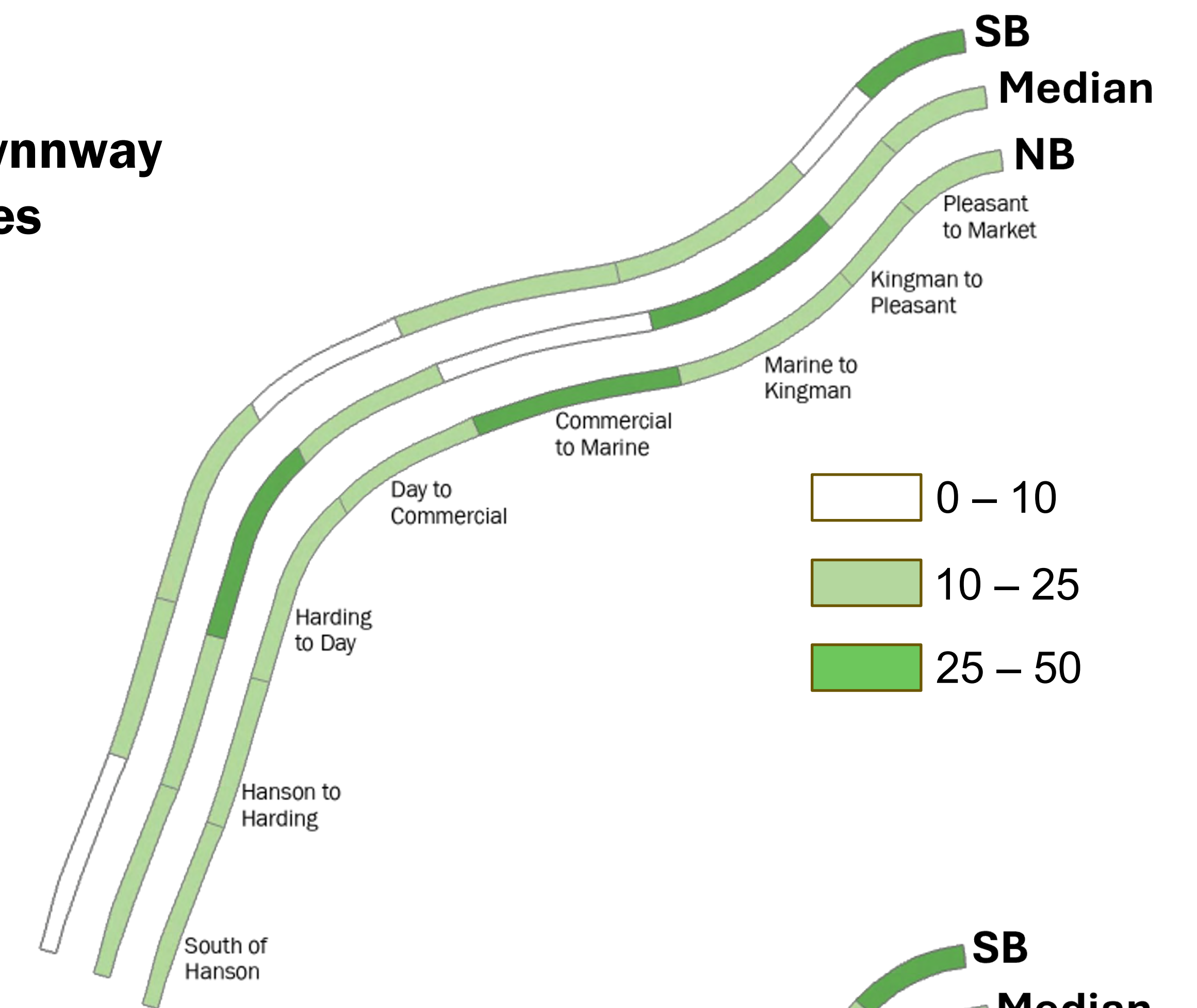
## EXISTING CONDITIONS

- Overhead streetlights are designed primarily to support the roadway and do not provide a safe pedestrian experience
- There are 40% fewer trees on the southbound side than the northbound side. This leads to multiple long gaps between shade, including one over 2,000 feet
- The combination of limited tree coverage, pedestrian crossings and sidewalks, and inadequate street lighting contributes to a hostile pedestrian experience and restricts waterfront access

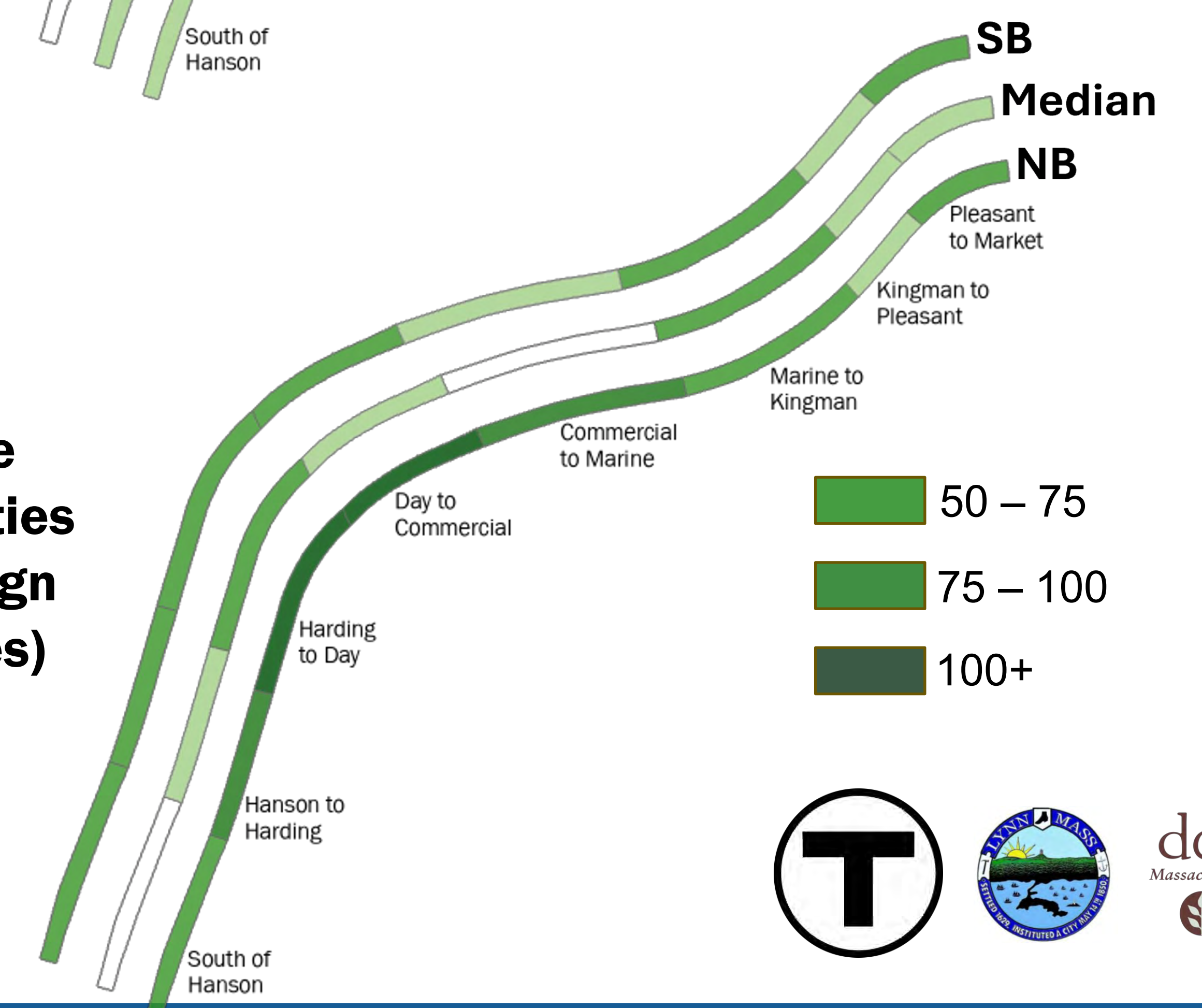
## PROPOSED CONDITIONS

- The South Harbor Implementation Plan anticipates redevelopment of the 400-acre area into mixed-use residential and commercial buildings connected to the waterfront by pedestrian paths and parks
- Street lighting upgrades to improve safety and roadway character
- The proposed redesign seeks to significantly increase the number of trees along the Lynnway sidewalks, potentially by up to 200%
- Beyond visual appeal, street trees:
  - reduce urban heat and improve air quality
  - provide stormwater and noise management
  - improve pedestrian safety

**Existing Lynnway  
Street Trees**



**Street Tree  
Opportunities  
via Redesign  
(Total Trees)**



# Transit Infrastructure

## WHAT WE HAVE SEEN & HEARD

Today, Lynnway buses see peak period delays of 3 – 5 minutes, resulting in late arrivals and missed connections

Frequent, reliable transit service supports new developments and provides new residents to the corridor with a range of commute options

Bus, Ferry, nearby Commuter Rail service, and planned paths make the Lynnway a true multimodal corridor

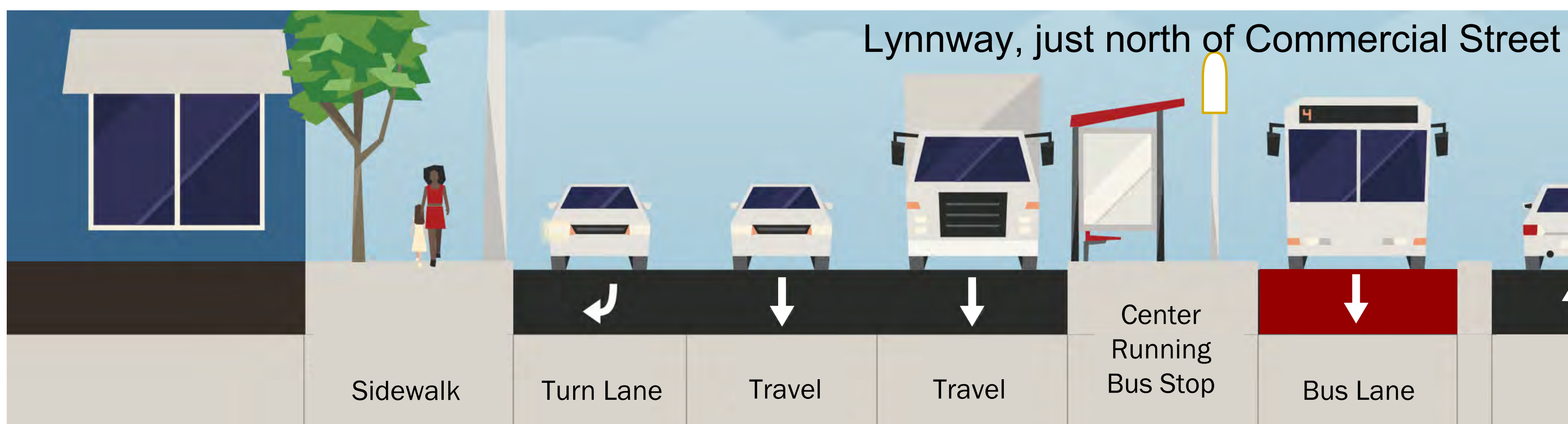
## PROPOSED CONDITIONS

- Based on your feedback, proposed design has a balance of center- and side-running bus lanes, allowing for better traffic flow compared to center-running in both directions
- Faster and more reliable Lynnway bus service to serve daily riders and thousands of future Lynnway residents via bus lanes
- Twice as much bus service as today via MBTA's Bus Network Redesign
- Enhanced bus shelters and real-time arrival screens
- Connections to businesses, parks, and future residences



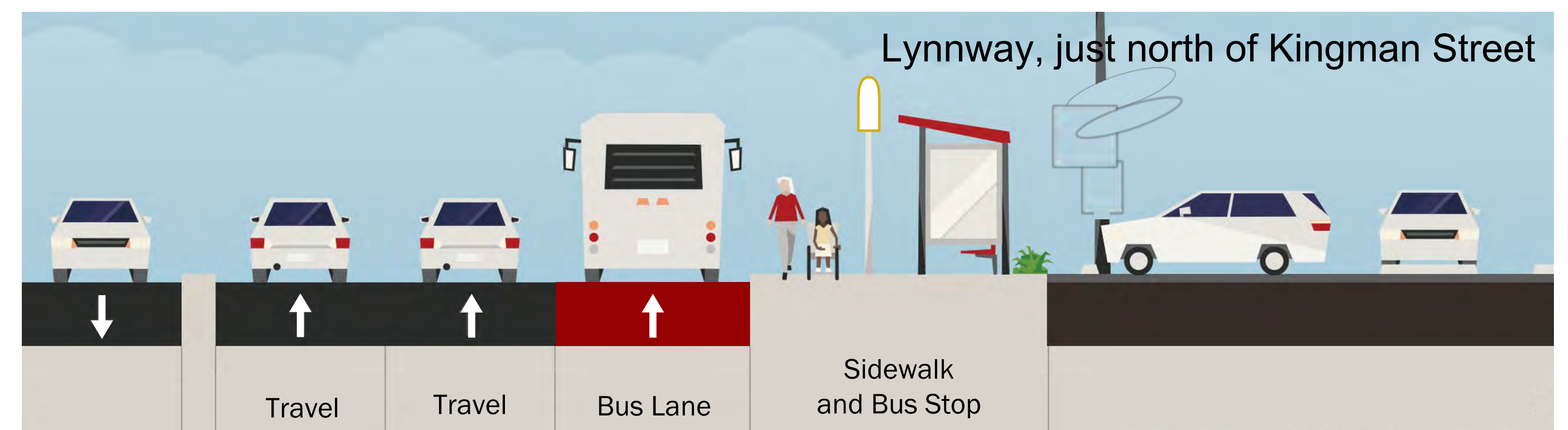
\*baseline proposed design, alternatives not reflected

### Southbound



- Side-running bus lanes from Broad St to Blossom St; center-running from Marine Blvd to south of Hanson St
- Center-running southbound bus lanes selected to reduce conflict with the high percentage of driveways in southbound direction
- Center-running bus stops located near Hanson St, Harding St, Commercial St; side-running stop at Kingman St

### Northbound



- Side-running bus lanes from south of Hanson St to Kingman St
- Fewer driveways and lower traffic volumes in northbound direction, allowing for more successful side-running bus operations
- Side-running bus stops located near Hanson St, Harding St, Commercial St, Kingman St, and potentially Market St

# Roadway & Traffic

## WHAT WE HAVE SEEN & HEARD

Over 50% of 2025 survey respondents identified more efficient traffic signals and traffic flow as their top priority

2026 daily and peak hour traffic volumes were counted to be similar to the counts taken in 2021 and 2016 traffic volumes

Lynnway businesses emphasized the importance of maintaining truck access for regional and local trips

## LYNNWAY TRAVEL ANALYSIS

### CURRENTLY

- Travel speeds and congestion along the Lynnway are similar or better than other segments of the typical North Shore regional trips
- Average AM and PM “peak hour” travel times along the 1.5-mile project area today range from 4 – 5 minutes in each direction. Trips on days with “bad” congestion are about 1 minute longer



### LEGEND

- Average north shore trip to Downtown Boston, approximately 12-15 miles
- Length of the project area, approximately 1.5 miles

Analysis shows common regional destinations are Wonderland, Logan Airport, and the Seaport, Downtown, and Back Bay

## PROPOSED CONDITIONS

- Retains at least 2 thru lanes in each direction and all left-turns lanes
- Right-turning cars can enter northbound side-running bus lane 100 – 200 ft upstream of intersection, creating de facto “right-turn lanes”
- Traffic signal equipment upgrades to improve signal efficiency, especially outside of “peak” travel
- Removal of “sudden” lane drops southbound at Market St and bridge
- Buses no longer stop in general traffic lanes and have fewer conflicts with cyclists with the addition of a shared use path
- Police, Fire, and EMS are allowed to use bus lanes – maintaining, if not improving response times

### Estimated Added Travel Time Impacts from Project

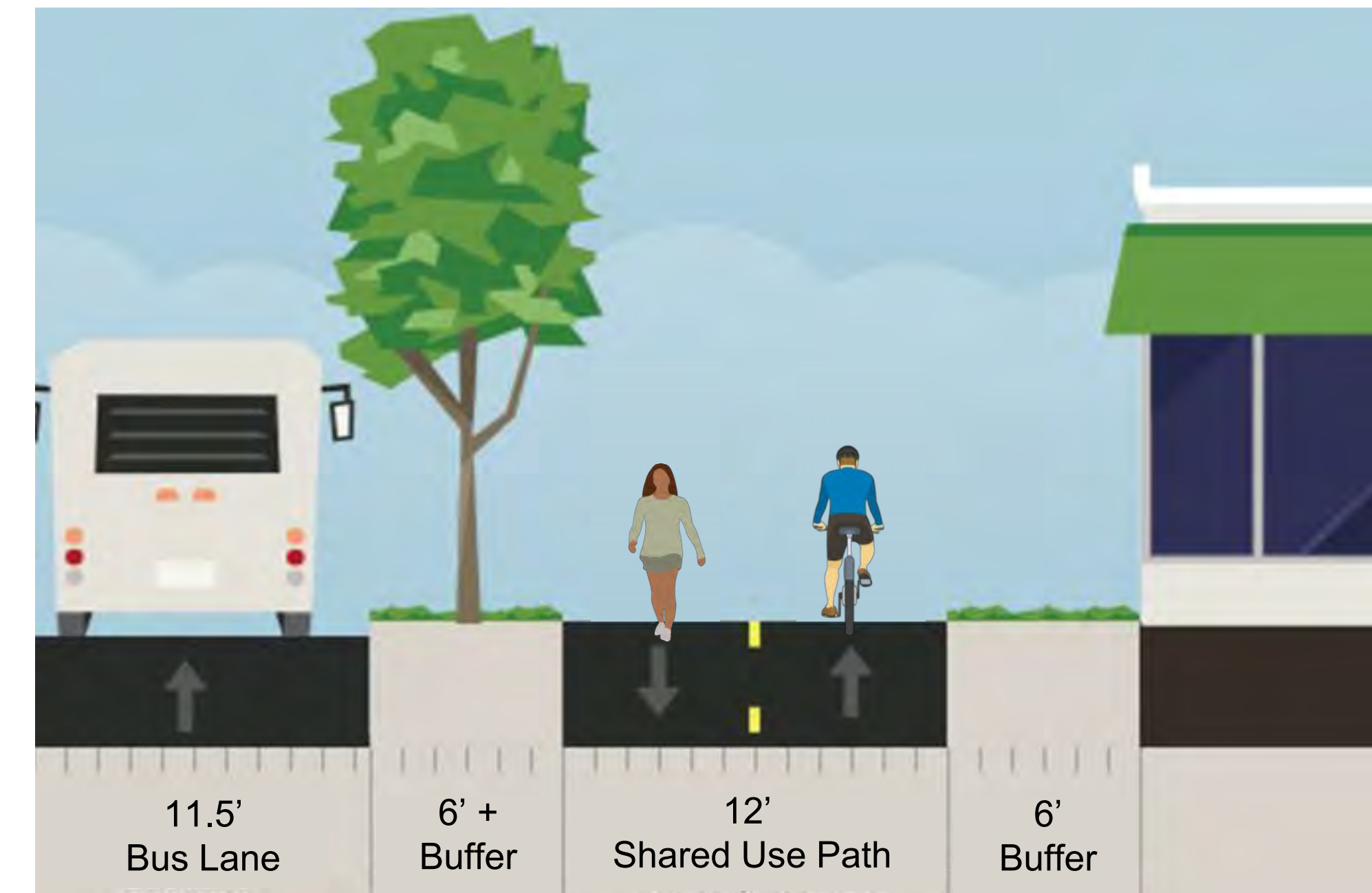
Direction	Option 3A		Option 3B	
	AM Peak	PM Peak	AM Peak	PM Peak
Southbound	2 - 3 min	0 - 1 min	3 - 4 min	0 - 1 min
Northbound	0 - 1 min	0 - 1 min	0 - 1 min	3 - 4 min

- See Location 3 Board: Option 3A includes a southbound right turn lane and has improved traffic operations vs. Option 3B, which does not retain that turn lane.
- Analysis based on future year traffic, including new developments.

# LOCATION 1: Shared Use Path Extension

## What would a shared use path look like on the Lynnway?

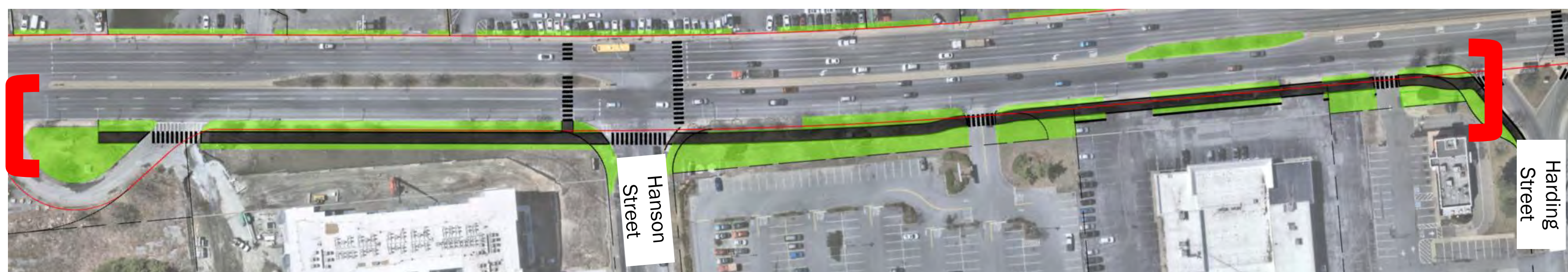
Today, pedestrians and cyclists have limited space on the Lynnway. In the future, a rebuilt General Edwards Bridge will include dedicated space for pedestrians and cyclists. The Lynnway project proposes to extend a path from the new bridge north to either Harding St or Commercial St. This path would be “buffered” on both sides and provide safe connections to Revere and to various new and existing developments, parks, and businesses in Lynn.



## Which would you prefer?

Please indicate with the dot sticker provided.

### ALTERNATIVE 1A – from GE Bridge to Harding Street



- Safer bicycle and pedestrian access to new developments, Walmart, businesses, and Harbor Park
- Connection to future Circle Ave pedestrian and bicycle network
- Relatively fewer impacts to parcels
- Potential for additional street trees and green infrastructure

### ALTERNATIVE 1B – from GE Bridge to Commercial Street



- Safer bicycle and pedestrian connection access to new developments, Walmart, businesses, and Harbor
- Extends path north to Commercial St, providing more connections to businesses and to West Lynn
- Impacts to additional parcels likely
- Potential for additional street trees and green infrastructure

 Landscaping Opportunity  Shared-Use Path

*Design to be refined as project advances with additional engineering and public feedback*

# LOCATION 2: Bus Stops at Harding Street

## Existing & Proposed Conditions

The Harding St bus stop will consolidate the existing Harding St and Day St bus stops, helping buses move faster and traffic move more smoothly. This stop will serve future developments at Harding St and existing nearby businesses. Both of the alternatives listed below seek to improve pedestrian safety and align the stop with future or existing needs.

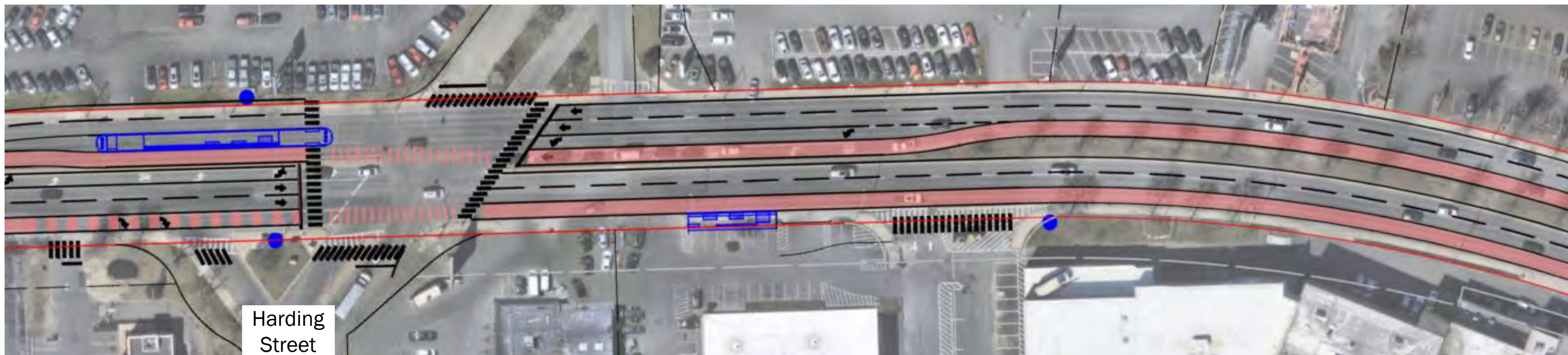
Existing Stops



## Which would you prefer?

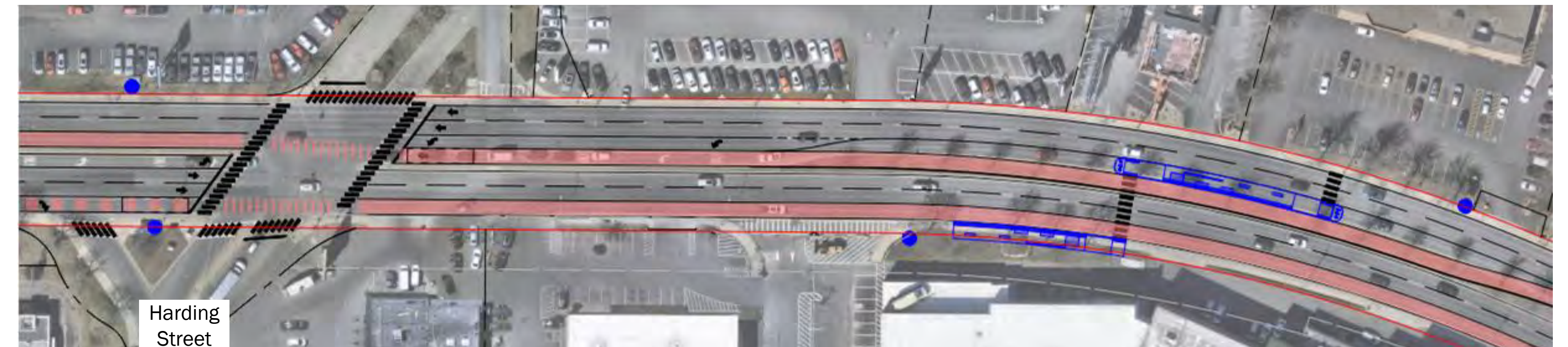
Please indicate with the dot sticker provided.

### ALTERNATIVE 2A – at the Harding Street intersection



- Stop at Harding St is best positioned to serve future developments north and west of the Lynnway
- Creates a shorter, safer crosswalk at Harding Street
- Minimal direct impact to trees
- Further design work required to determine extent of impacts to private property

### ALTERNATIVE 2B – mid-block, north of Harding Street



- Mid-block stop best serves current businesses
- New signalized crossing to reduce crossing distance along the Lynnway
- Potential for fewer private property impacts
- Directly impacts 15-20 median trees

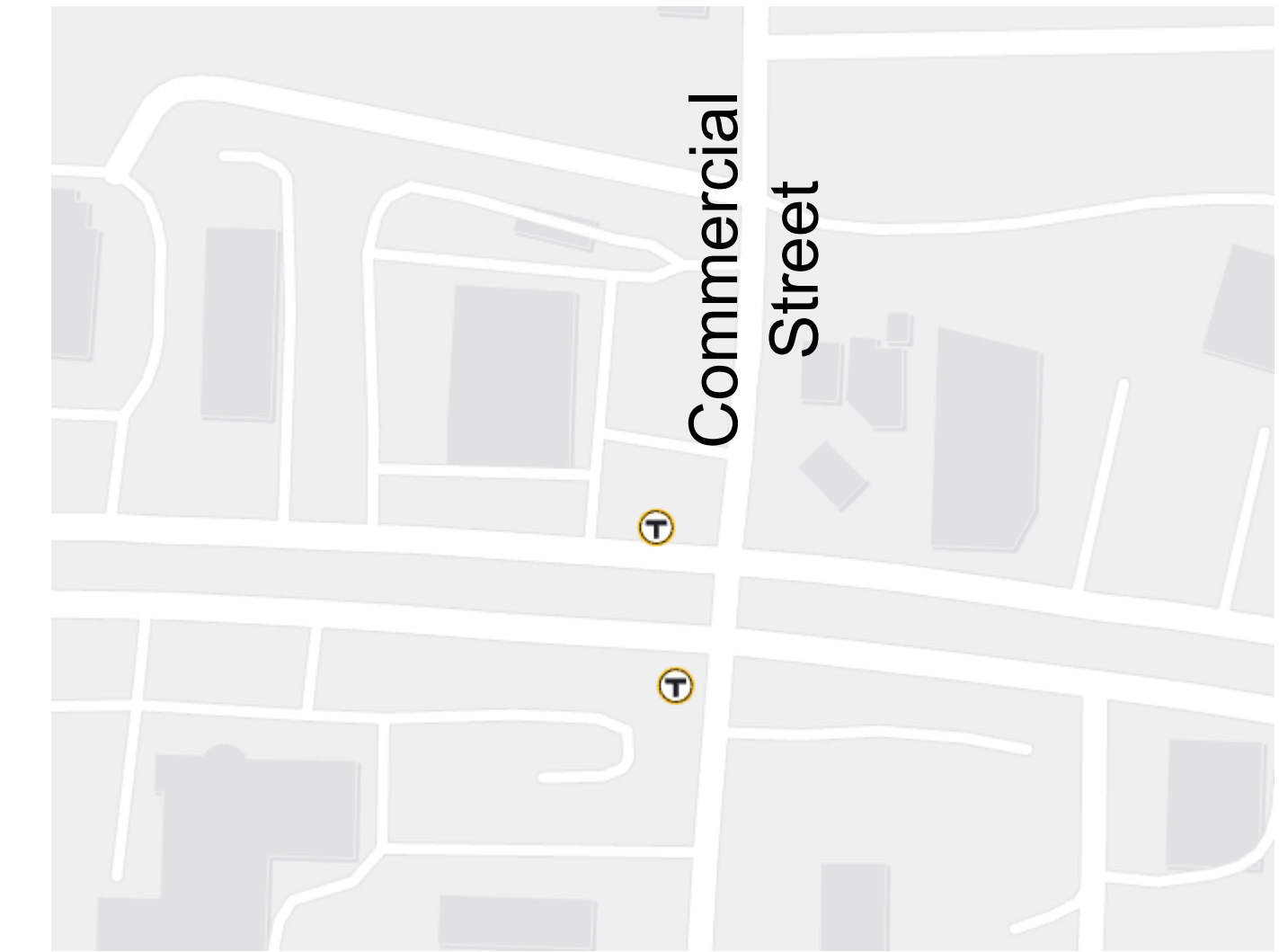
Proposed Dedicated Bus Lane    Proposed Bus Stop    Existing Bus Stop

*Design to be refined as project advances with additional engineering and public feedback*

# LOCATION 3: Bus Stops at Commercial Street

## Existing & Proposed Conditions

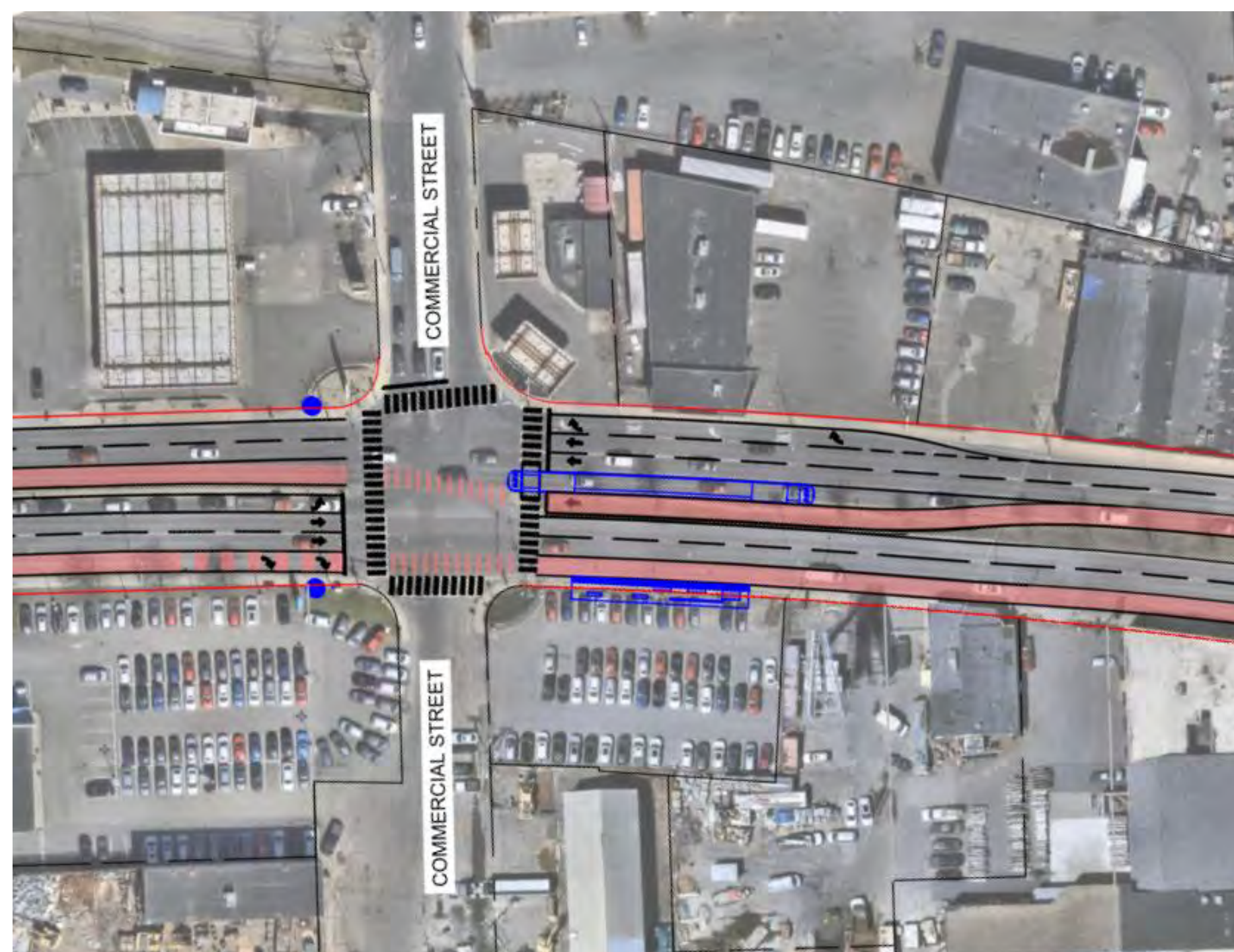
Today, there are bus stops at Commercial St and the proposed concept design retains this approximate location but proposes to shift both stops to the north side of the intersection, with the northbound bus stop at the existing sidewalk and the southbound bus stop moving to a center island. The options below provide tradeoffs between trees and median space and traffic operations.



## Which would you prefer?

Please indicate with the dot sticker provided.

### ALTERNATIVE 3A – at Commercial Street, exclusive right turn



- Retains three travel lanes, including an exclusive right turn lane from Lynnway southbound onto Commercial Street for improved traffic operations vs. Alt. 3B
- Removes approximately 200-300 feet of median and 7 trees

### ALTERNATIVE 3B – at Commercial Street, shared right turn



- Two travel lanes with the right turn and thru traffic sharing the right-most southbound lane, resulting in relatively higher travel times, especially in the morning
- Maintains trees and median, with the potential to widen the median

Proposed Dedicated Bus Lane
  Proposed Bus Stop
  Existing Bus Stop

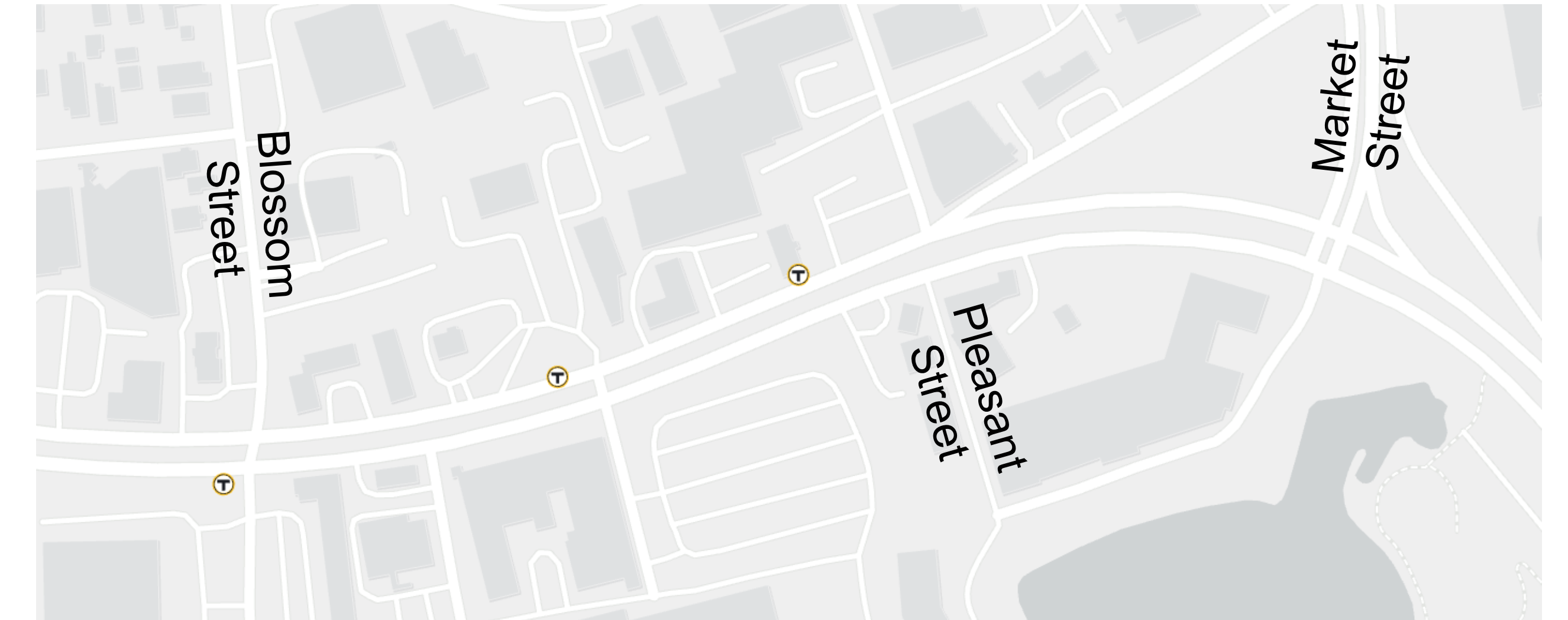
*Design to be refined as project advances with additional engineering and public feedback*



# LOCATION 4: Bus Stops at Kingman Street

## Existing & Proposed Conditions

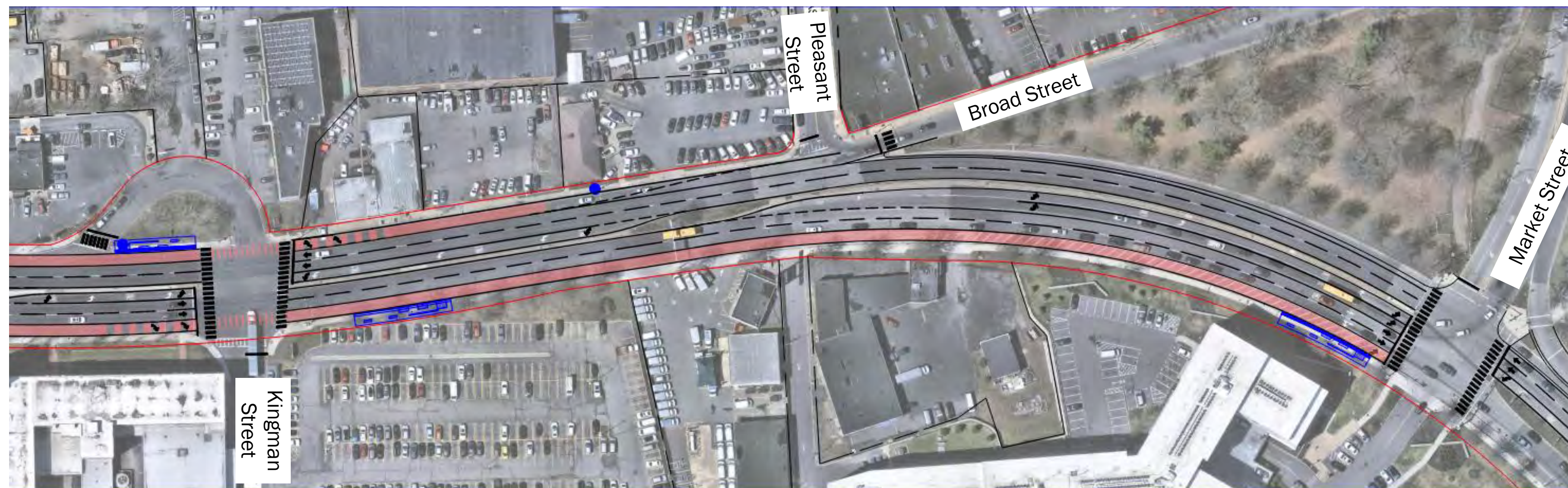
Currently, there is a northbound bus stop at Blossom St and southbound bus stops at Kingman St and south of Pleasant St. The project proposes to consolidate these stops to located at Kingman St to improve bus travel times and traffic impacts. This stop pair would serve existing businesses and the Lynn Ferry. Alternative 4A below would include a second northbound stop at Market St.



## Which would you prefer?

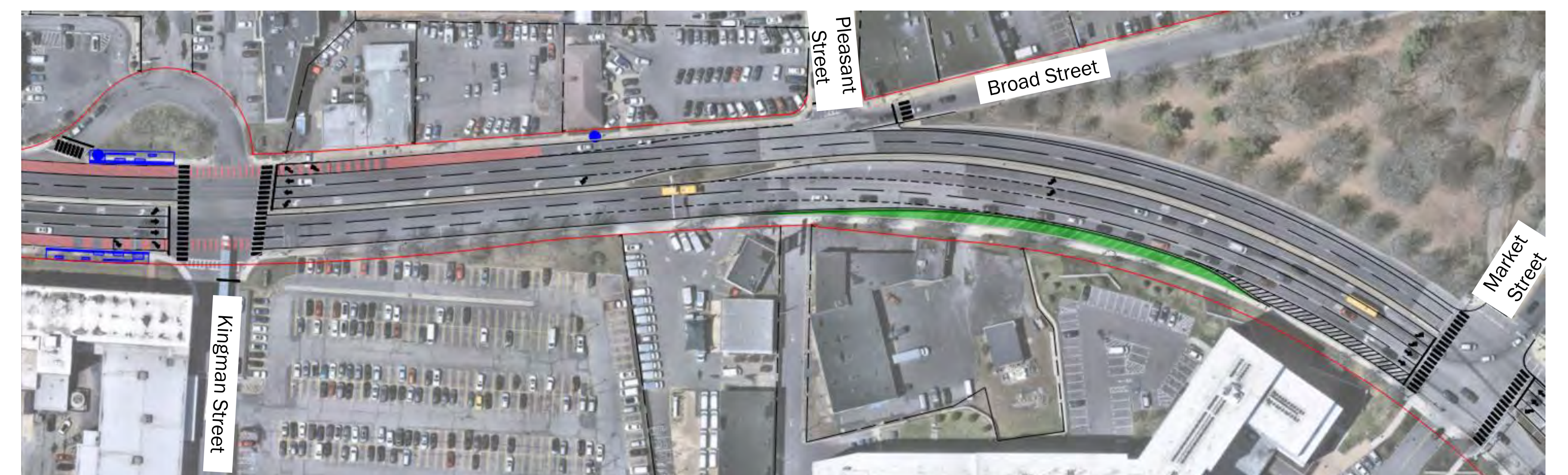
Please indicate with the dot sticker provided.

### ALTERNATIVE 4A – Stop at Kingman Street and Market Street



- Bus stop north of Kingman St adjacent to large employers
- Added bus stop south of Market St for residences and DCR Heritage Park – bus would turn left using special signal
- Maintains bus lane between Market Street and Kingman Street

### ALTERNATIVE 4B – Stop at Kingman Street with additional trees



- Bus stop south of Kingman St adjacent to large employers
- Northbound bus lane ends at Kingman St
- Increased greenspace and opportunities for trees along the Lynnway between Kingman St and Market St

Proposed Dedicated Bus Lane
  Proposed Bus Stop
  Existing Bus Stop
  Landscaping Opportunity

*Design to be refined as project advances with additional engineering and public feedback*

# To what degree do you think the presented concept design meets the project goals:

Project Goals		Exceeds Goal	Meets Goal	Could Be Improved	Does Not Meet Goal
	Safer and more comfortable place to walk along and across – not just drive through				
	Updated signals and better traffic flow				
	Safer, calmer roadway				
	Safer bike connections to local and regional destinations and green spaces				
	Faster, more reliable, and more comfortable transit				
	Design supports pending development and “Lynnway of tomorrow”				
	Improved green infrastructure, including street trees and landscaping				

# Timeline & Next Steps

## Timeline

### Previous Work

- Lynn Transit Action Plan, 2020
- Parkways Master Plan, 2020
- RAISE Grant Award, 2022
- Vision Lynn, 2023
- DCR Feasibility Study 2023
- MBTA Bus Network Redesign, 2022
- South Harbor Implementation Plan, 2024

Data Collection & Existing  
Conditions:  
Summer/Fall 2025

Collect Public Feedback

Concept Development:  
Winter/Spring 2026

Collect Public Feedback

Detailed Engineering:  
Late 2026 - 2027

Collect Public Feedback

Construction:  
2028 - 2030 range

Communication Throughout

## Stay Updated!



Visit [MBTA.com/Lynnway](https://www.mbta.com/Lynnway) to:

- Learn more about the project
- Sign up for email updates
- Find out about opportunities to provide feedback

