



Lynnway Multimodal Corridor Project



Virtual Public Meeting

May 14, 2026 | 6:00 PM – 7:30 PM | Zoom

Meeting Materials

- The spring 2026 open house presentation:
 - [Arabic | العربية](#) (PDF, 4.3 MB)
 - [English](#) (PDF, 5.9 MB)
 - [Haitian Creole | Kreyòl Ayisyen](#) (PDF, 4.1 MB)
 - [Khmer | ខ្មែរ](#) (PDF, 4.8 MB)
 - [Portuguese | Português](#) (PDF, 4 MB)
 - [Russian | Русский](#) (PDF, 4.4 MB)
 - [Spanish | Español](#) (PDF, 4.4 MB)
- The [detailed roll plan of the full project corridor](#). This was not shared during the meeting but is available on the website and may be helpful to review concurrently with the project (PDF, 9.6 MB).

Project Team Staff

Name	Organization
Phillip Cherry	MBTA
Terrie Chan	MBTA
Eileen Snedeker	MBTA
Yarlennys Villaman	MBTA
Aaron Clausen	City of Lynn
Dan Driscoll	MA Department of Conservation and Recreation
Jeff Deinnocentis	AECOM
Keven Mulcahy	AECOM
Jill Cahoon	AECOM
Erin Fredette	Bowman
Sarah Paritsky	Regina Villa Associates Inc.
Emily Farmer	Regina Villa Associates Inc.



Name	Organization
Alexandra Fortich	UMass Translation (Spanish-speaking interpreter)
Robinson Alvarado	UMass Translation (Spanish-speaking interpreter)
Kaleigh Pfohl	Partners Interpreting (ASL interpreter)
Vania Mollinedo	Partners Interpreting (ASL interpreter)

Virtual Attendees

59 total attendees (Not including Project Team).

See [Appendix A](#).

Meeting Summary

The Lynnway Multimodal Corridor Project team hosted a Virtual Public Meeting on May 14, 2026 at 6:00 PM on Zoom. Following a detailed presentation about the project (see [Spring 2026 open house presentation](#) for the same information), the meeting included time for attendees to ask questions using Zoom’s Q&A feature and the raise hand function to ask questions verbally. While many of the questions were addressed during the meeting, several additional questions and comments were not answered due to time constraints. Below is the series of questions asked during the meeting with the answers given during the allotted meeting time. Those that were not answered at the time of the meeting include written responses.

Questions Answered Live, with Summary of Responses

1. Anthony C. asked: “How do any of the accommodations for bicycling on the Lynnway connect to the Northern Strand bicycle path that ends at the Market Basket in Lynn?”
 - Phillip Cherry, MBTA, stated that a goal during and after the project is to continue working with the City of Lynn and the Department of Conservation and Recreation (DCR) to provide safe bike infrastructure on Commercial Street to then access the Northern Strand Community Trail.
2. Patrick M. asked “What are you doing about the extremely limited parking at the Swampscott MBTA commuter rail stop? So many people want to take the commuter rail from Swampscott and Marblehead, and even parts of Salem, but cannot because the lot is full by the [7:05 am] train. Thank you.”



- Jeff DeInnocentis, Project Team, answered this question in a written format, stating: Thank you for the question, however this question is not related work proposed as part of this project. Please submit this question to MBTA via betterbusproject@mbta.com to be directed to the appropriate responder.

Additional follow-up: The project team received multiple questions about commuter rail parking and bus access and will be engaging other MBTA departments further about this in the weeks to come.

3. Dmitry U. asked: “You will replace 3 lanes for general traffic to 2 lines? How will it increase traffic in rush hours?”
 - P. Cherry went over the anticipated rush hour travel time impacts that resulted from balancing multimodal priorities which can be viewed on the [Spring 2026 open house presentation](#). Much of the traffic signaling on this corridor is outdated, so updating traffic signals and infrastructure during this project will help to make travel easier and smoother.
4. Phillip Z. asked: “Why not replace all intersections with rotaries? Rotaries slow down traffic and make it more even and make travel more efficient and environmentally friendly.”
 - P. Cherry stated there are a few issues that make that approach challenging, first being right-of-way impacts to parcels that border directly up to the Lynnway road line. This is also a heavy freight corridor, and adding rotaries would slow down freight and make the route more dangerous.
5. Anonymous asked: “With all the additional pedestrian crossings of the Lynnway how will that not slow down traffic?”
 - P. Cherry responded saying that the only new crossing is the one at Harding Street which would be fully signalized. The project team will incorporate multiple analyses to make sure any traffic impacts are minimized. The project team will also enhance existing crosswalks and signals to make crossing safer.
6. Michael L. asked: “There is a significant number of people who use buses to and from the Walmart store. Does the upgrade plan include a substantial improvement for bus access and passenger safety/weather protection at the Walmart, including safe pedestrian crossing the Lynnway from the Walmart to Rte 1A southbound by the auto dealerships?”



- P. Cherry responded saying yes; the goal is that all of these bus stops have an enhanced canopy, real-time arrival signs with other relevant MBTA information, seating, and cameras for safety. The goal is to allow for a more dignified, comfortable, and safe waiting experience.
7. Mari K. asked: “any overpasses for pedestrians planned?”
- See answer to question 8.
8. Anonymous asked: “Are additional pedestrian bridges being considered?”
- P. Cherry answered questions 7 and 8 at the same time, referencing the pedestrian overpass by North Shore Community College. He stated that pedestrian overpasses require a significant amount of right-of-way that is not available along the Lynnway and require construction of a bridge over a roadway, which can end up becoming extremely expensive. These bridges also require additional planning to factor in accessible crossing, and studies have shown that they are often not used in preference for a ground-level option. The City of Lynn and the Massachusetts Department of Transportation (MassDOT) are coordinating on the [General Edwards Drawbridge bridge replacement project](#) to advocate for a crossing under the bridge as it gets built so that the harbor and new developments are more accessible.
9. Rick S. asked: “With at least part of the Lynnway facing lane restrictions due to construction on a daily basis, will the bus lanes be open for all vehicular traffic whenever one of the travel lanes are blocked for construction?”
- See answer to question 10.
10. Dmitry U. asked: “How long will construction last and what will be way to get to Boston during construction?”
- P. Cherry answered questions 9 and 10 at the same time, stating that the goal is to phase construction to have the least amount of impact to Lynn and North Shore commuters. However, it is still a little too early to explain how that will happen. All construction will be coordinated with MassDOT and the public to make sure construction avoids key dates and special occasions to the extent possible.
Added after the meeting: The changes to the project from the original grant application (bi-directional bus lanes) to the current concept (northbound center-running, southbound side-running) significantly reduce the number of construction impacts.



Alex C. asked: “As a Downtown Lynn resident who relies on transit, how will this project actually deliver faster service. Riders like me use the 442 today and find that getting to Wonderland can be a pain! Please quantify if possible”

- P. Cherry stated that today buses are often delayed by 3-5 minutes. One of the goals of this project is to condense that delay and improve the reliability of bus service. He also mentioned the changes to buses from the Bus Network Redesign Project, which will double the frequency of routes. This gives the infrastructure that makes that additional service worth investing in. The project also aims to create a more dignified waiting experience, especially in changing weather - riders should be comfortable, protected, and safe.

11. Mari K. asked: “What is the official speed limit on the Lynnway, now and in the future, any changes to reduce?”

- J. DeInnocentis answered this question in a written format, stating: The existing speed limit on Lynnway is 35 mph. Potential change to the speed limit would be expected to be evaluated under future, more detailed design elements.

Anonymous asked: “Why hasn't there been an investment in expanding Wonderland to Lynn?”

- Emily Farmer, Project Team answered this question in a written format, stating: Thank you for the question, however this question is not related work proposed as part of this project. Please submit this question to MBTA via betterbusproject@mbta.com to be directed to the appropriate responder.

Additional follow-up: As part of a related effort, bus frequencies between Lynn and Wonderland will be doubling as part of the MBTA’s Bus Network Redesign.

Questions Unable to Be Answered During the Meeting, with Written Responses

12. Melissa A. asked, “a lot of these layouts are similar to what Roxbury Bus lane changes went through ... correct ? this time with more green space.”

- The Lynnway concept design shares some similarities with the Columbus Avenue bus lanes, including some center-running bus lanes and center platforms. The proposed Lynnway concept differs in that it includes side-running bus lanes, bicycle and pedestrian infrastructure, and more opportunities for green infrastructure.



13. Moritz G. stated: "Comment: I think this looks all very promising. I like the added pedestrian safety, bike paths, and bus lanes which will make the corridor more useful for me. I understand that that will have some impact on cars, but it looks like it's absolutely worth it. I don't own a car, but I occasionally borrow one from a friend, so I do know how it feels for drivers."

- The project team appreciates this comment.

14. Anonymous asked: "How will bike riders be protected from turning vehicles?"

- Along the proposed shared use path, the project team will work closely with the City of Lynn and DCR to identify the appropriate signage, pavement markings, and traffic signals to protect cyclists from turning vehicles. Potential treatments include dedicated street lighting, dedicated traffic signal phases, and raised crossings, along with path setbacks from the intersection.

15. Anonymous asked: "Did I hear you correctly earlier that the shared use path proposals from today were shortened from a previous meeting/proposal? Can you please clarify on how far the previous proposal went and why the proposed shared path options now are shorted? Thanks for all your effort on this"

- The original scope for this project had desired a shared use path from the General Edwards Bridge north to Market Street. Additional analysis and survey and right-of-way research highlighted that extending the path beyond Commercial Street would result in more significant property takings.

16. Anonymous asked: "Why are we removing a travel lane for 40,000 cars to accommodate 3,000 bus riders?"

- The capital infrastructure changes proposed in the concept design will be made in a similar timeframe to significant bus service frequency improvements. Together, these will result in faster, more frequent, and more reliable bus service.

This project will better balance how the limited space on the Lynnway is allocated, with the goal of making it safer for all users, and not just a place to pass through. The draft design maintains two-thirds of the curb-to-curb distance for cars. Cars can also use the bus lane to make northbound right turns, and EMS and first responders are also allowed, if not encouraged to use the bus lanes to maintain or



improve their response times. Beyond transit, the design includes pedestrian safety, basic infrastructure needs, and public realm improvements including trees and street lighting.

17. Anonymous asked: “why can't northbound shared use path continue up to market st by converting the existing sidewalk to a shared use path - even if it is bare minimum width of 8 feet?”

- The project team will continue to explore opportunities to improve pedestrian safety within the project, especially at intersections and along currently constrained areas.

18. Anonymous asked: “Would it be beneficial developing Harding Street and Circle Ave for an alternative bus route? There is enough room and less traffic on those roads.”

- While the City of Lynn has a long-range plan to improve Circle Avenue through the South Harbor Implementation Plan, it is typically not best practice to divert buses off main roads, as the added time from turning movements and signals typically outweighs that of traffic on the main road.

19. Monica M. stated: “Hi, The wonderland question [#13 above] is directly related as it would minimize bus riders to Wonderland”

- The project team has received several questions regarding North Shore bus service throughout the month of May; we will continue to advance bus service discussions in parallel with advancing the project’s design.



Appendix A: Virtual Attendees

Virtual Attendees
Agnes Recato
Alex C.
Angela Letizia
Anthony Cerra
August Blake
Auri Bonifacio
Caroline Ducas
Chris Baylow
Damon Mitchem
Dan Hester
Daniel Njuguna
Dmitry Umansky
Faye Ginsberg
Francisco Kapindi
Gabriel Cohen-Glinick (Neighbor To Neighbor MA)
George Mihovan
Glenn Morris
James L.
Josie Santos
Karen Johnson
Kathleen Lynch
Laura Gallant
Laura Mitchell
Lauren Shrestha
Leroy Peterson
Lesley Dexter
Lindsey Kelloway
Lisa Abuhamad
Maggie Maddox
Mari Kass
Maria G. (Maria Guider)
Marie Angelee
Matthew Jarrell
Melissa Alvarez
Michael Lebednik
Agnes Recato (Agnes Recato)
Monica Mosho
Moritz Guenther



Virtual Attendees
Nancy S.
Nathanael Dewhurst
Patrick Mclaughlin
Peter Sutton
Philipp Zeissig
Randy F.
Ric Dexter
Richard Felton
Rick Starbard
Rose Wool
Phone-in Number
Stephanie Goulet
Tim H.
Tim Watson
Todd Sowards
Tom Kenney
Victoria Crossley
Vuthy Ou
Yelena Varshal

Appendix B: Poll Results

Poll results from this meeting will be included as part of a larger engagement summary to be posted on the MBTA Lynnway project webpage in the weeks to come.