



Lynnway Multimodal Corridor Project



Lynnway Concept Design

May 2026 Frequently Asked Questions

1. Where can we learn more about the project?

- Please visit www.mbta.com/lynnway for additional information, including where the project is located, additional background information, a recording of the virtual presentation from May 14, files of the project boards displayed during the May 2026 open house events, a detailed roll plot of the proposed concept design, an animation illustrating how the concept would operate, and more.

2. Why is this project happening and where did it come from?

- Plans and studies to transform the Lynnway date back at least a decade to a 2016 Lynnway/Carroll Parkway study. Formal efforts to make the Lynn Waterfront more accessible date back to at least 2007.
- More recent planning studies include the Lynn Transit Action Plan (MassDOT), the MBTA's Bus Network Redesign and Vision Lynn.
- Each of these plans and studies pointed to the need for a safer, more accessible and multimodal Lynnway, while also recognizing its importance today as a regional roadway.
- In addition to redesigning the Lynnway for today's Lynn and North Shore communities, this project will also align the roadway with the Lynnway of tomorrow. The future Lynnway will have more residents, provide safer harbor and waterfront access to develop a more multimodal corridor, and will account for short trips.

3. How did the concept design change between the 2022 RAISE grant and the current concept design and why?

- The concept design shifted from having bi-directional center-running bus lanes to a hybrid of center/side running bus lanes, which allows for two lanes in each direction throughout the corridor, maintains all turn lanes, and improves traffic operations relative to the initial scope.
- The length of the proposed Shared Use Path was reduced based on 2025 feedback and additional right of way research.



- The concept design changed based on additional engineering, analysis, right-of-way research, and public input in 2025.

4. When will the next chance to provide feedback to the project occur?

- The next project milestone is the 30% design plan. There are several internal milestones and additional engineering that will occur before these engineering plans are ready and construction begins, as the project is not expected to break ground until 2028.
- The project team will send email updates about the project and continue to engage the public at key project milestones. Please use [this link](#) to sign up for project updates.

5. There are several projects in the vicinity of the Lynnway that are advancing on a similar timeline – how are these projects coordinating to minimize impacts?

- The MBTA, MassDOT, DCR, City of Lynn, and various private developers will remain in continued coordination as these projects advance.
- The project team will continue to collaborate with agencies, elected officials, and the public as projects advance to highlight potential construction delivery options, dates to explicitly avoid, and other details.

6. Why is the MBTA leading this project?

- While this is a DCR roadway entirely in the City of Lynn, the MBTA has regional expertise delivering transit priority infrastructure like bus lanes and is also working on other projects nearby in downtown Lynn.
- The MBTA will continue to coordinate with all the appropriate agencies including local businesses, elected officials, and the community as the project advances.

7. Why is the City of Lynn planning so much development in this area?

- Lynn adopted a comprehensive plan called Vision Lynn in 2023 to set a vision and goals for future; with a focus on aligning land use and development objectives with that vision. The framework created in the plan identified new opportunities to address housing needs, economic development, and job creation in the city, and prioritized where and how that development should occur.
- The harbor front area located along the Lynnway was identified as a Transform District; a place where development is prioritized and new development seeks to change the character of the district. This identification was made because existing land uses in the area include underutilized former industrial properties and auto-oriented commercial uses. The area is



also connected to existing infrastructure and planned improvements to transit infrastructure.

- Following Vision Lynn approval, the City completed the South Harbor Implementation Plan (SHIP) to articulate the desired land uses and development plan for the waterfront, transportation infrastructure, and open space network. The plan also sets a clear strategy for supporting new development that aligns with the City’s development objectives. One of the core objectives identified in the SHIP is to improve access to the waterfront for Lynn residents and the broader region for new housing, job opportunities, and waterfront open space and recreational amenities.

8. We had a really bad winter – how will snow maintenance work?

- The project is still in the very early design stages, but the MBTA, DCR, and City of Lynn have already begun discussing the importance of snow maintenance, both on the street and at bus platforms.
- As the design continues to be refined, additional snow and infrastructure maintenance information will be available.
- The project team will seek to identify opportunities to install signage to provide flexibility and awareness for drivers and plow operators.

9. What kind of traffic analysis was performed and what does that analysis show?

- New traffic count data for this project was collected in March 2026. This included hourly count information on the roadway at several locations as well as intersection turning counts at each signalized intersection.
- The 2026 data was compared to previous Lynnway traffic counts collected in 2016 and 2021; this comparison highlighted that traffic volumes have remained very similar over this 10-year period.
- The traffic analysis was conducted using future projected volumes that included not only a modest “background growth” for the entire area, but also traffic growth attributable to each of the permitted developments within the Lynnway area.
- The future conditions analysis indicates that most peak-hour trips would see around one minute of added travel to a corridor trip that typically takes 4 – 5 minutes today. The southbound AM peak hour was projected to see a more significant 2 – 3 minutes of added travel time.
- Signals will be coordinated to provide for more efficient vehicular flow.
- The concept design shifted from having bi-directional center-running bus lanes to a hybrid of center/side running bus lanes, which allows the concept



design to maintain two lanes in each direction throughout, all turn lanes, and improves traffic operations.

- First responders are eligible to use the bus lanes to improve response times.

10. Why is this project prioritizing cyclists, pedestrians, and 3,000 transit trips when 40,000 people drive it each day?

- Over two-thirds of the curb-to-curb distance is still allocated to general traffic in this plan– plus cars can use the bus lane to make northbound right turns.
- The project will better balance how space is allocated to make the Lynnway safer for more users and not just a place to pass through.
- This concept design is not just about transit – it also includes pedestrian safety, basic infrastructure needs, and improvements to the public realm (trees and street lighting).
- For the majority of hours each week, the two lanes in each direction will provide enough traffic capacity.

11. How will people access the center bus platforms safely?

- Riders will approach or exit the southbound center islands using traffic signals with pedestrian countdown indications, similar to many Green Line Stations and stations along Columbus Avenue in Roxbury.
- At typical MBTA bus stops on the side of the street, riders on the opposite side of the street have to cross the *entire* street to reach their stop, whereas riders only have to cross part of the street to reach a center-running platform.
- Platforms will be protected with concrete walls and fencing; the waiting area will feature real-time arrival signs, security cameras, and other infrastructure.

12. The concept information shared makes it seem like there will be right of way impacts to some properties – when will abutters learn more about this?

- The project team understands this concern and appreciates how seeing this would make any abutter feel. However, at this current stage of design, the project team does not have detailed right-of-way information.
- The materials presented in May offer a draft concept plan, including optionality at four locations. After an alternative has been selected at each location, and after additional engineering, the project team will engage abutters and present more specific information to ensure that accurate information is provided.

13. We've heard the project team say the Lynnway is six lanes when nowhere else on Route 1A is four lanes, but how will this affect vehicles access to adjacent Lynnway businesses?



- Several other segments of Route 1A have driveways and closely spaced cross streets, including most of North Shore Road in Revere.
- Right-turning vehicles can enter the bus lane immediately in front of their destination and turn from the northbound side-running lane.
- In the southbound direction, the center bus lane doesn't begin until about 40% into the project area, meaning some of the busiest driveways are still accessible from the bus lane.
- The project team will continue to refine the design and work with abutters.

14. How is the project proposing to add more trees and shade along the Lynnway?

- Public realm improvements, including street trees and improved lighting, are a significant focus of this project.
- There are plenty of trees in the Lynnway median, but there are significant gaps in tree coverage on the sidewalks, especially on the southbound sidewalk (three gaps of 800 feet, including one of 2,000 feet).
- The project team is exploring opportunities to add trees where they would most benefit pedestrians.

15. The concept design shows that the proposed shared use path would not extend the full length of the project corridor – how are cyclists expected to safely reach downtown Lynn?

- People indicated they feel unsafe walking and biking on the Lynnway today, as the sidewalks are narrow and directly adjacent to loud vehicles.
- The proposed extent of the path was modified based on right-of-way research and public feedback; the proposed extent from the new General Edwards Bridge to either Harding Street or Commercial Street will help to directly connect parts of Lynn to Revere and along Revere Beach to Wonderland.
- The project team is continuing to work with the City of Lynn, DCR, and other stakeholders to identify safe biking paths along and parallel to the Lynnway for cyclists to safely reach other Lynn and North Shore destinations.