



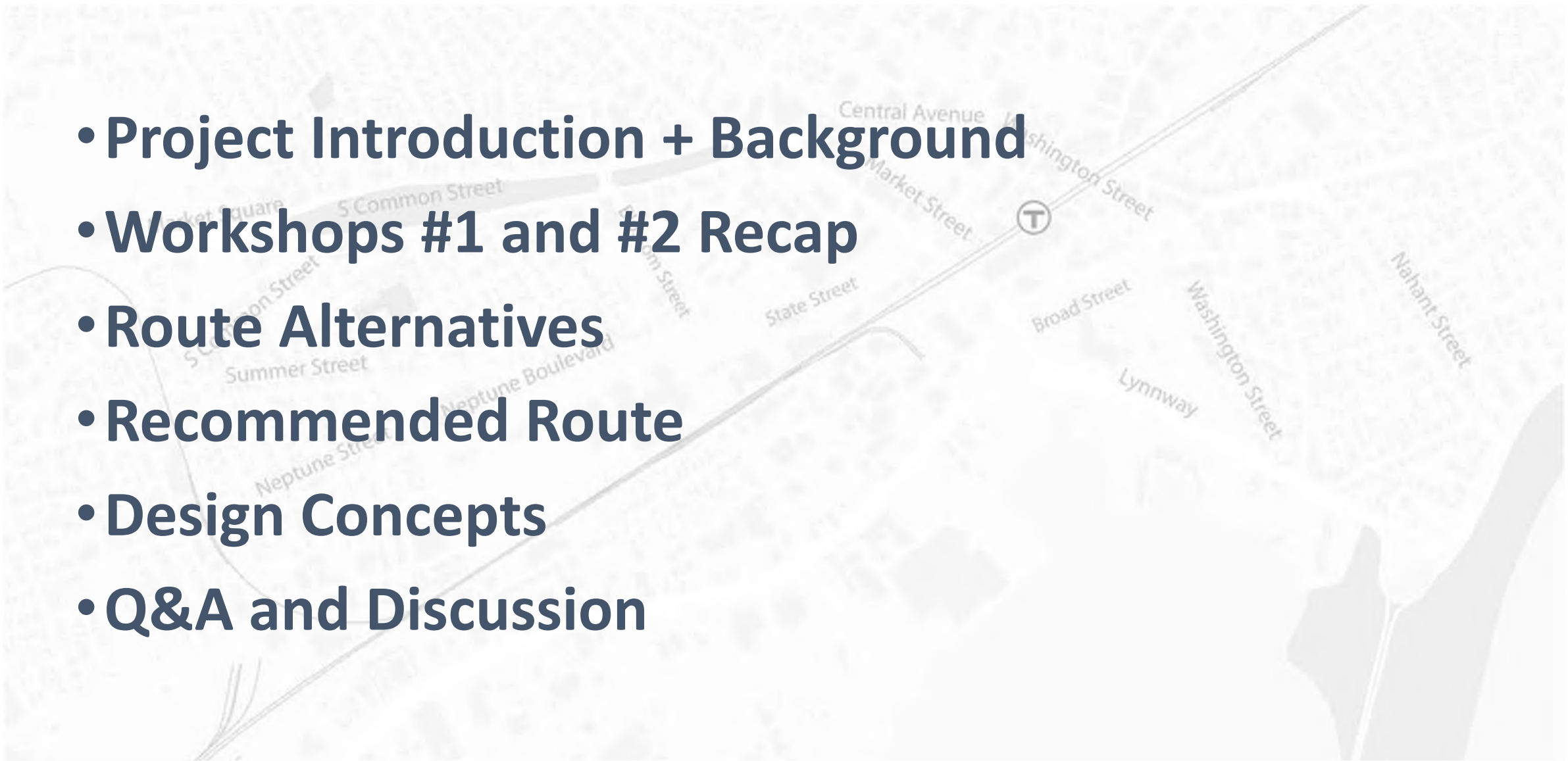
Community Workshop #2

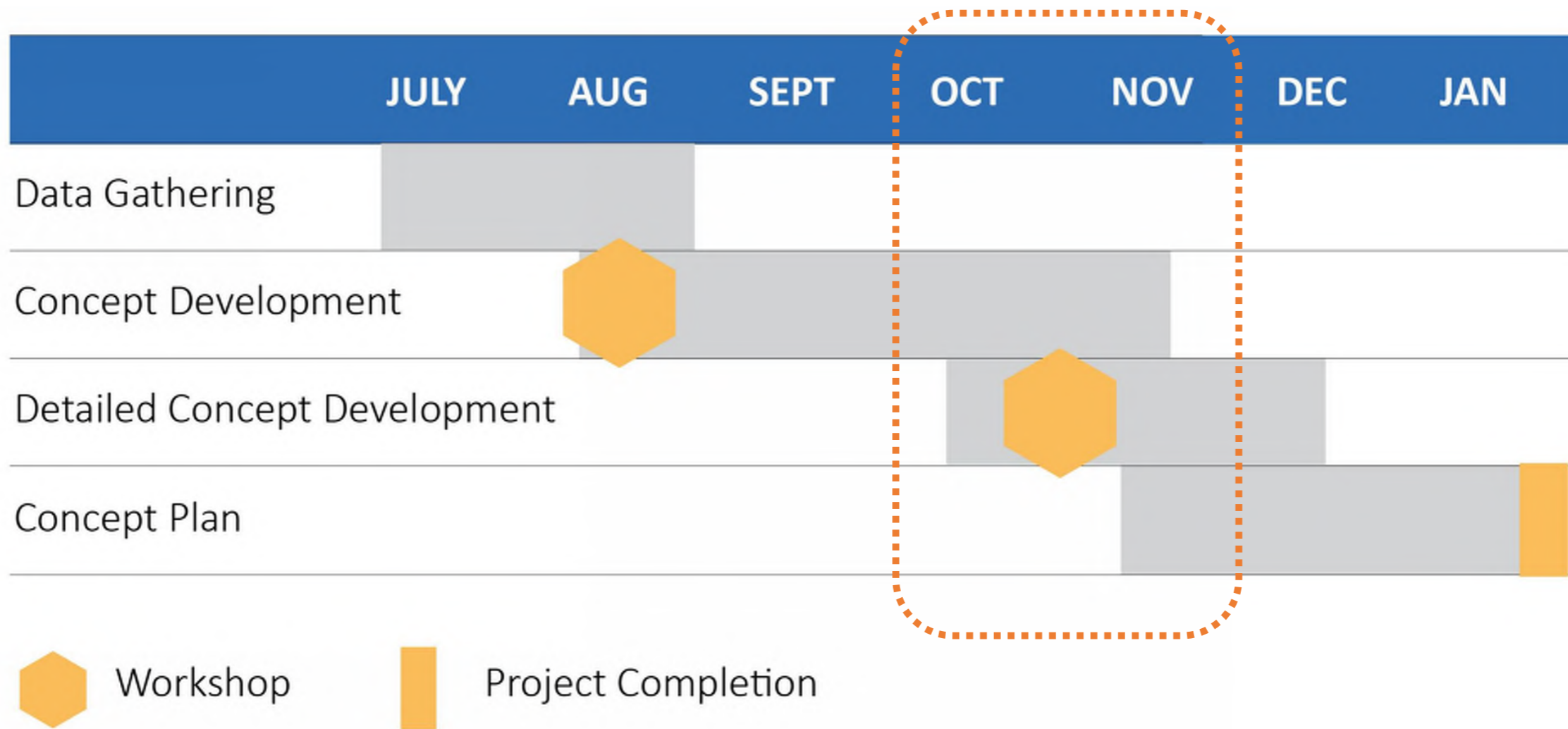
Lynn
Walking
and Bicycling
Network Plan

City of Lynn
Walking and Bicycling Network Plan

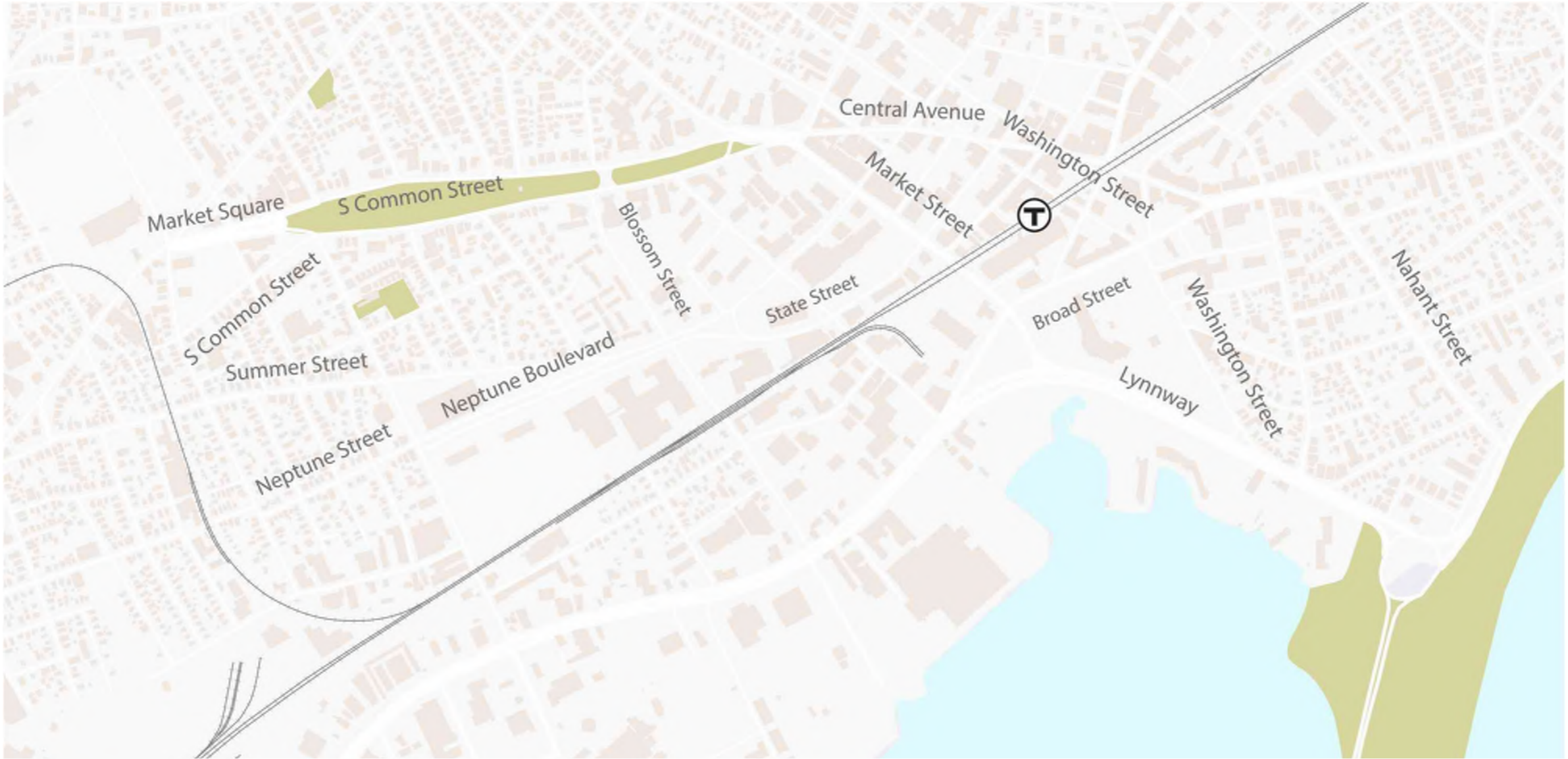


11/15/2018

- 
- A map of Lynn, Massachusetts, showing a network of streets and a transit line. The map is overlaid with a semi-transparent white box containing a list of agenda items. The streets shown include Central Avenue, Market Street, Washington Street, Broad Street, State Street, Summer Street, Neptune Boulevard, Neptune Street, Lynnway, and Nahant Street. A transit line with a 'T' symbol is visible running diagonally across the map.
- **Project Introduction + Background**
 - **Workshops #1 and #2 Recap**
 - **Route Alternatives**
 - **Recommended Route**
 - **Design Concepts**
 - **Q&A and Discussion**



Project Schedule

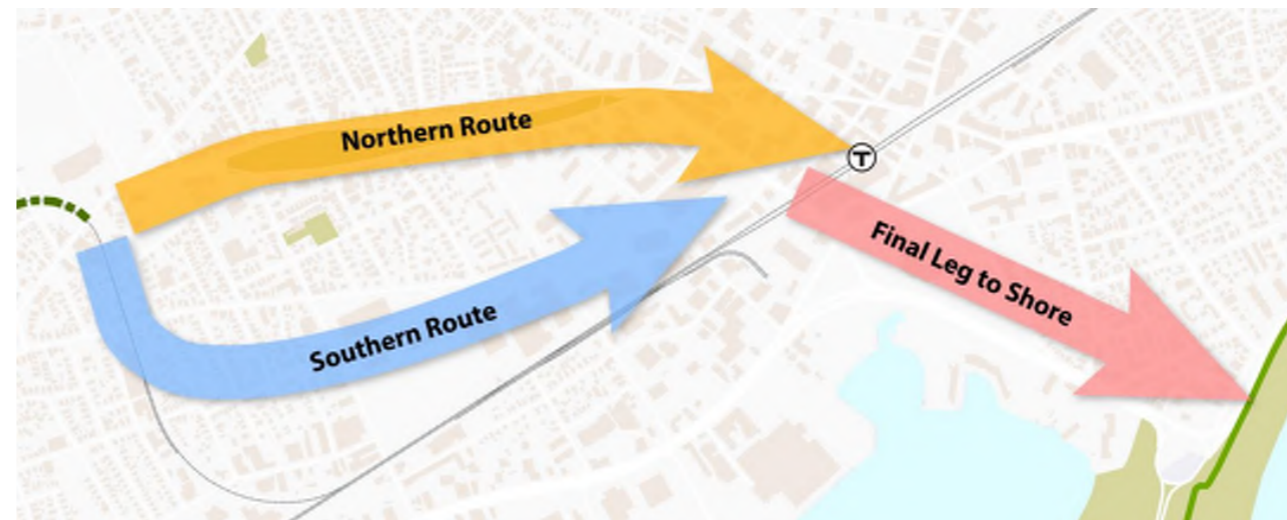
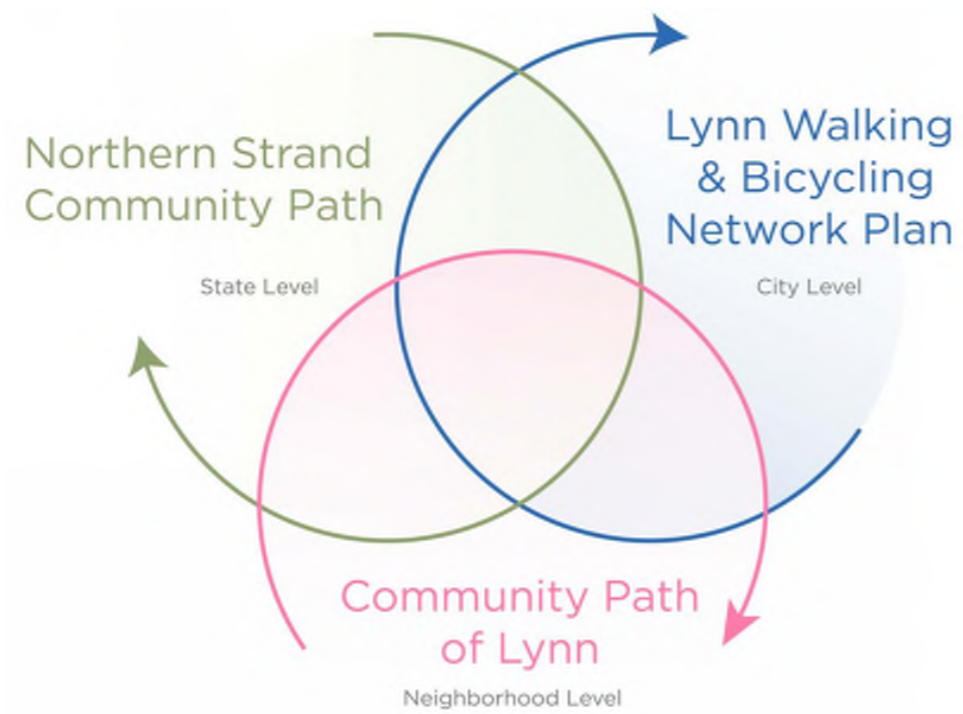


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Network Plan

Project Area

Source: google

Leverage State investment in biking and walking facilities to support local goals



Determine the most feasible route for the Northern Strand through Lynn



Project Scope and Purpose

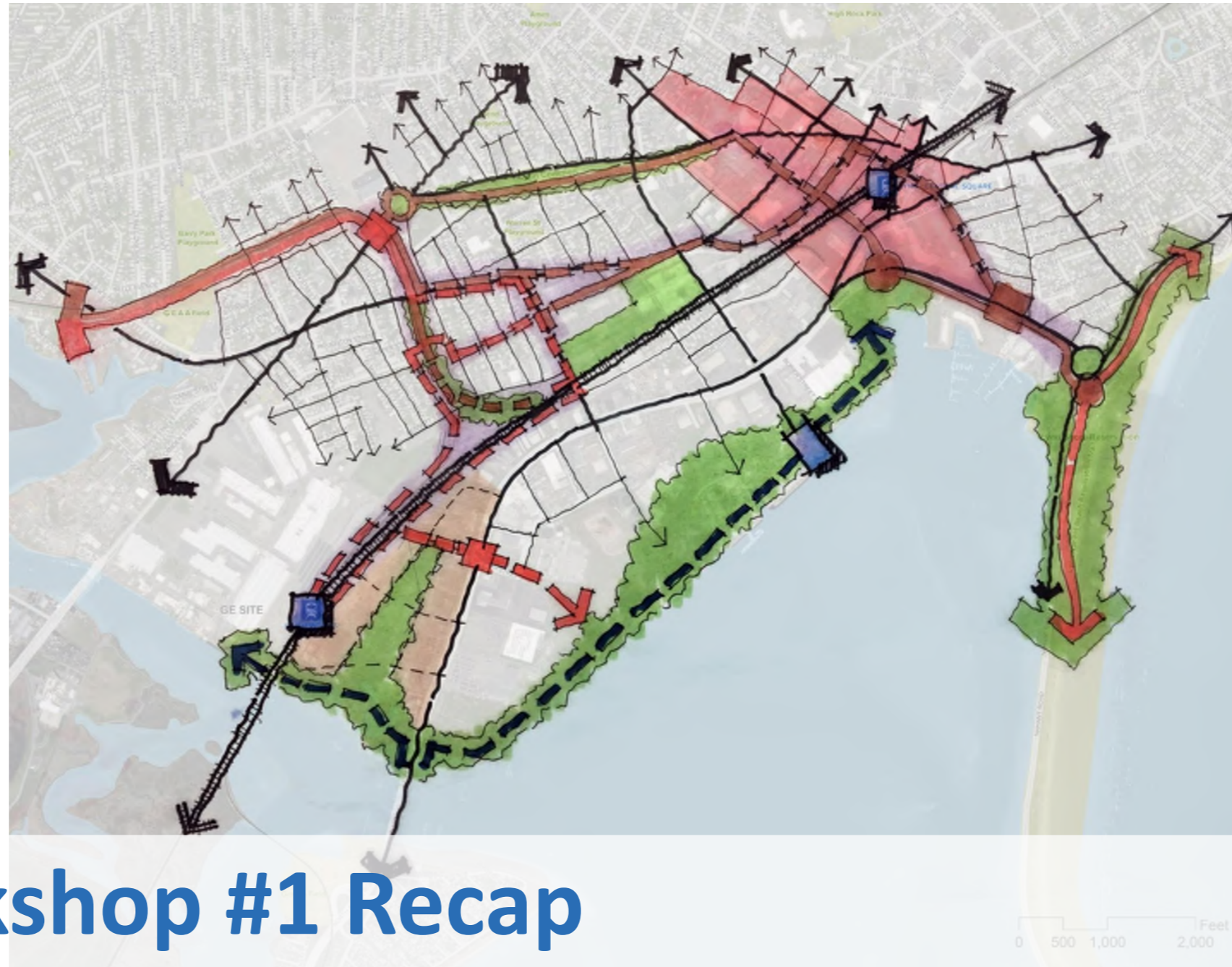


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Network Plan

Workshop #1 Recap

Goals & Principles

- Connect the Community Path
- Connect to the water
- Bring people downtown
- Focus on multimodal safety
- Balance user needs with context
- Prioritize the network



**Gather feedback on alternatives and
design ideas**

**Begin building an “informed consensus”
on the Northern Strand route**

Facility Types

- Level of separation from auto traffic increases
- Feeling of safety and comfort increases



Shared lanes along low speed, low volume, neighborhood streets.



Standard bike lanes along lower speed and volume connector roads.



Buffered/separated bike lanes along major connector roads. These can be designed as raised bike lanes to match the sidewalk level.



Separated/parking protected bike lanes. Wide sidewalks with frontage, walkway, and street furniture zones along retail streets. These can be designed as raised bike lanes to match the sidewalk level.



Two-way buffered/separated bike lanes. These can be designed as raised bike lanes to match the sidewalk level.



Mixed-use sidepaths / Shared use paths. Along streets with high pedestrian or high bicycle activity, sidepaths may need to be further delineated for direction and/or modes with striping, markings, or surface textures.

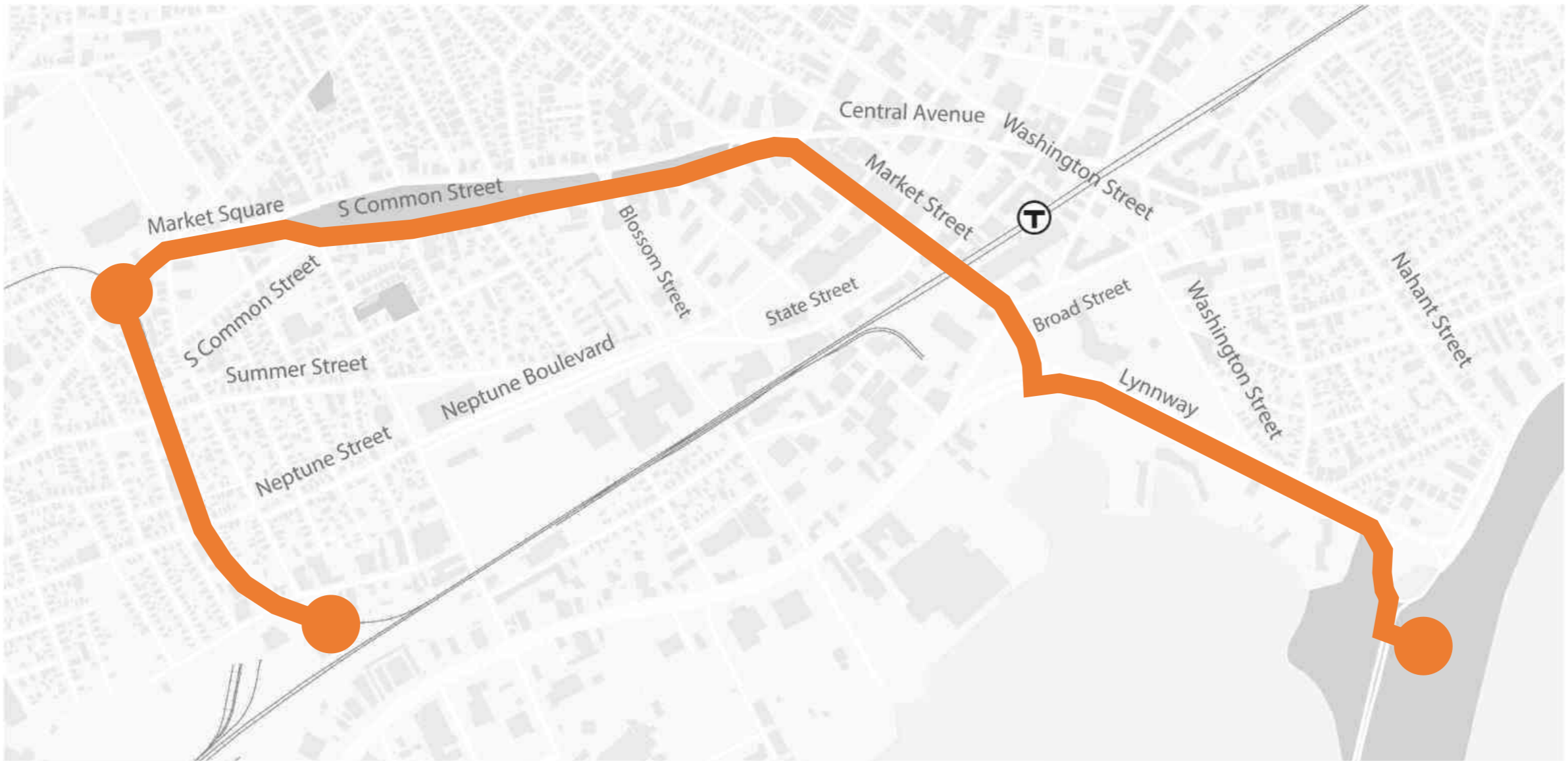


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Route Alternatives

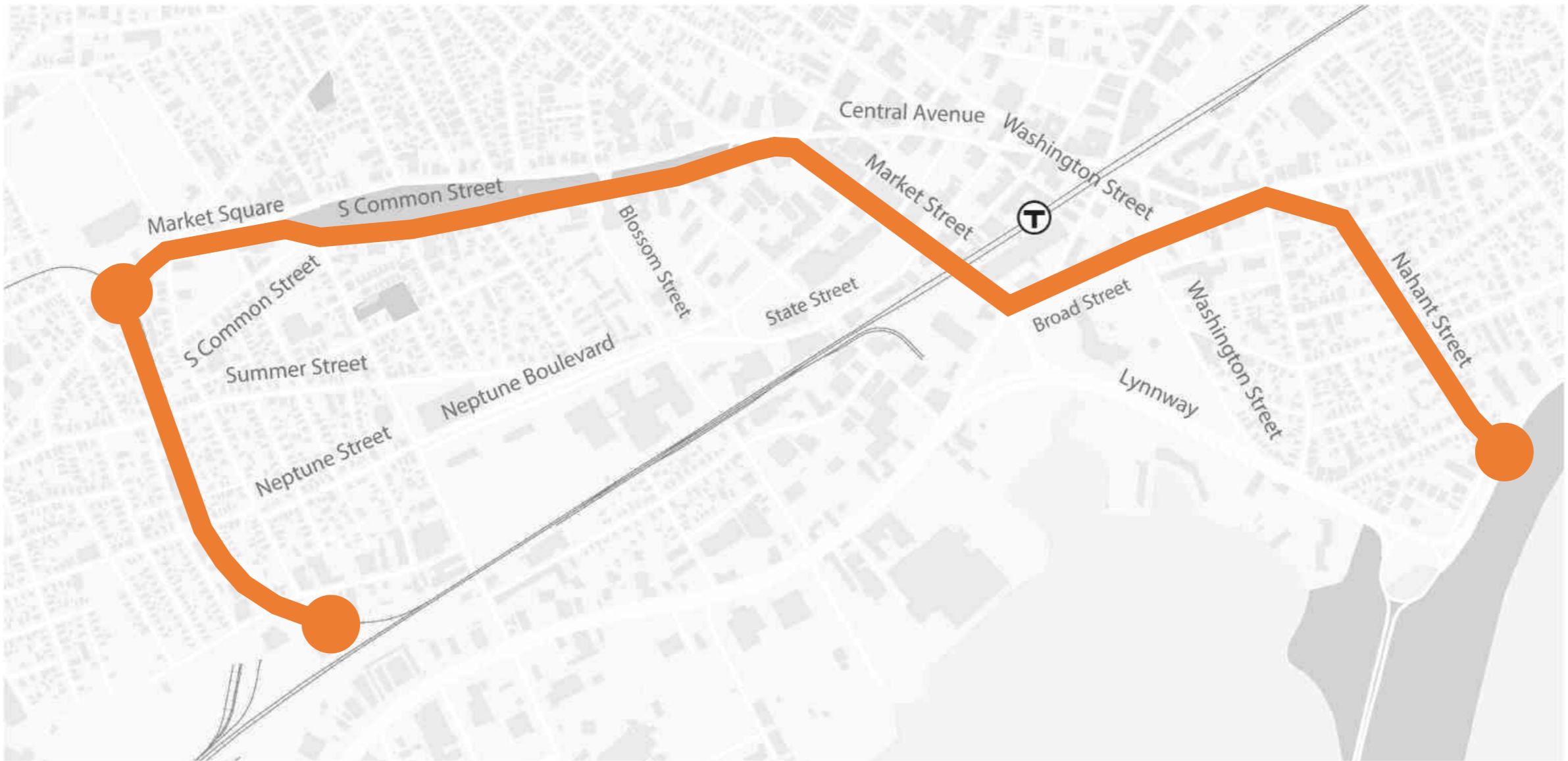
- No removal of on-street parking
- Branded, recognizable regional facility
- Two-way separated bike facility
 - Efficiency of space
 - DPW maintenance (8'-10' Snow Plow)
- Avoid active MBTA rail lines
 - Feasibility, timeline, safety

Resulting in approximately 6 Alternatives



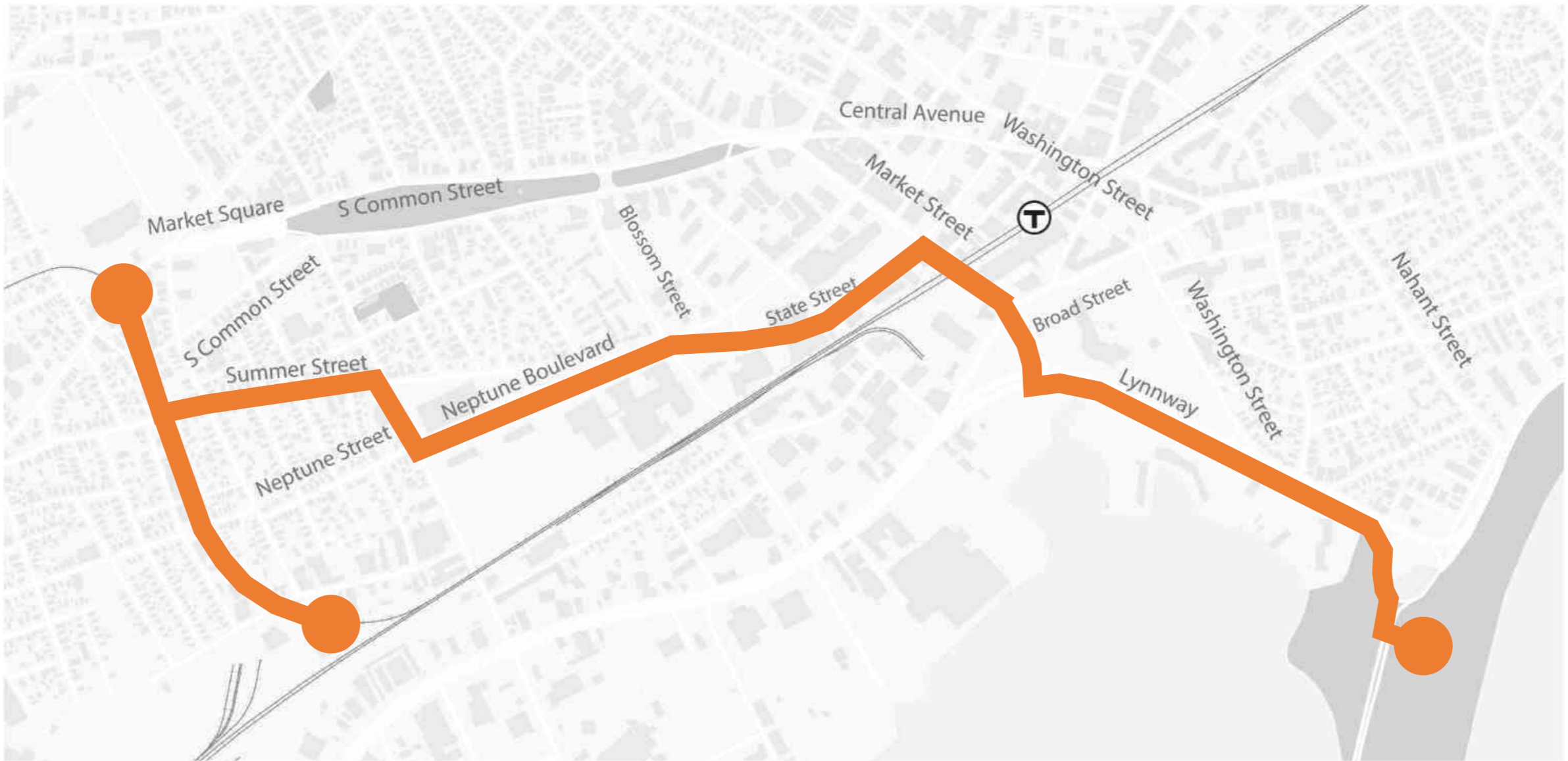
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Alternative #1 – Common/Lynnway



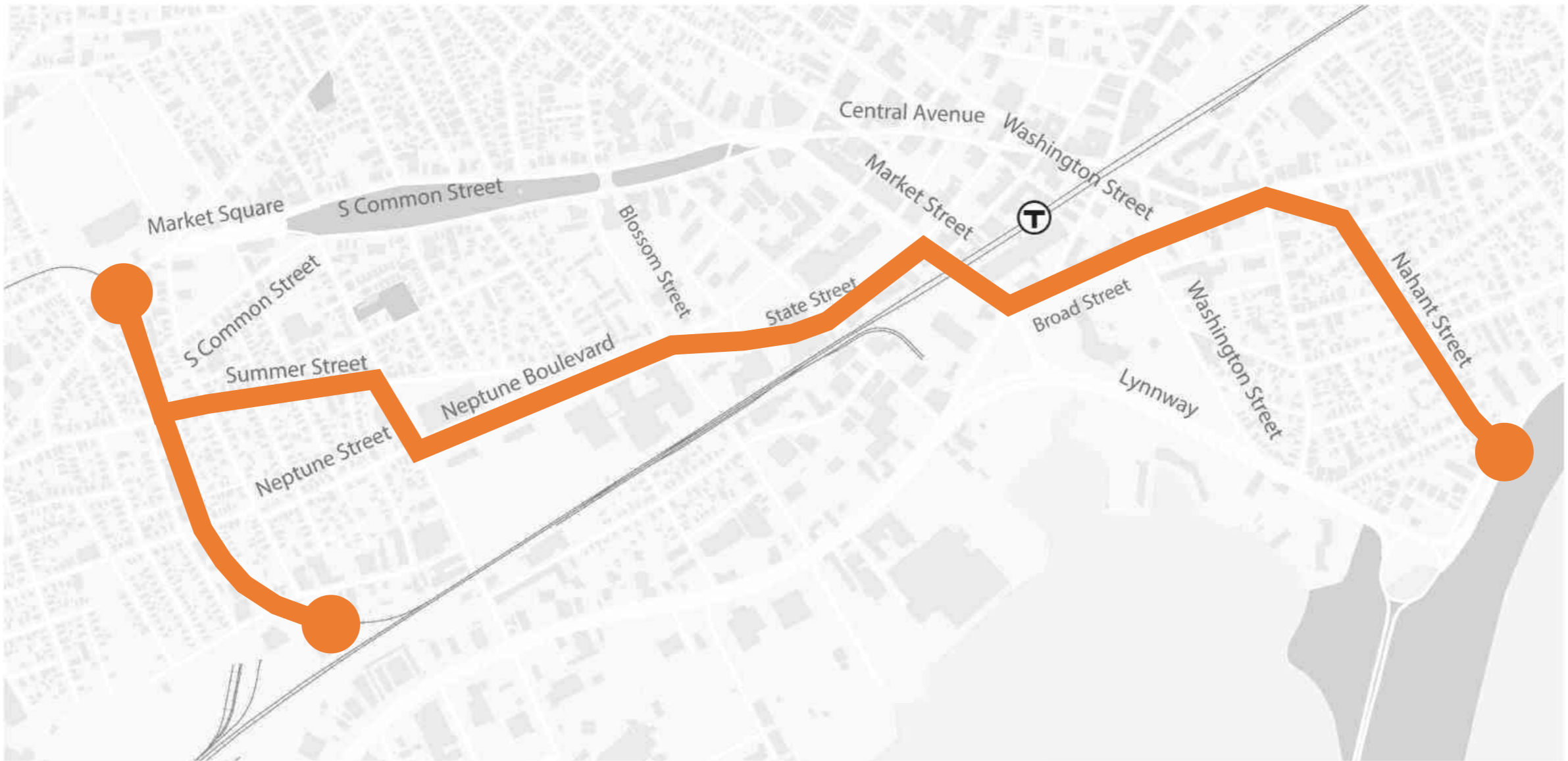
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Alternative #2 – Common/Nahant



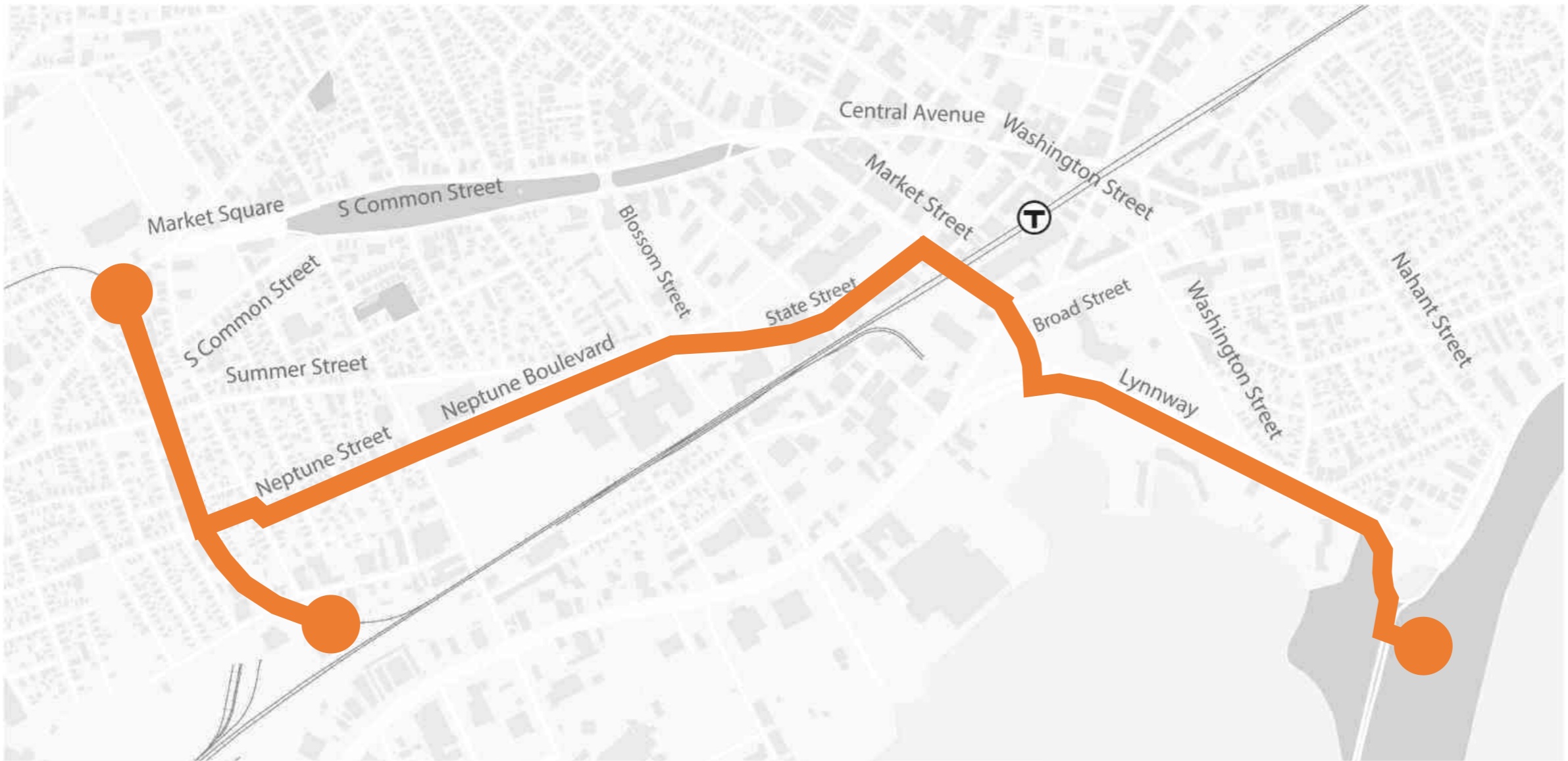
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Alternative #3 – Summer/Lynnway



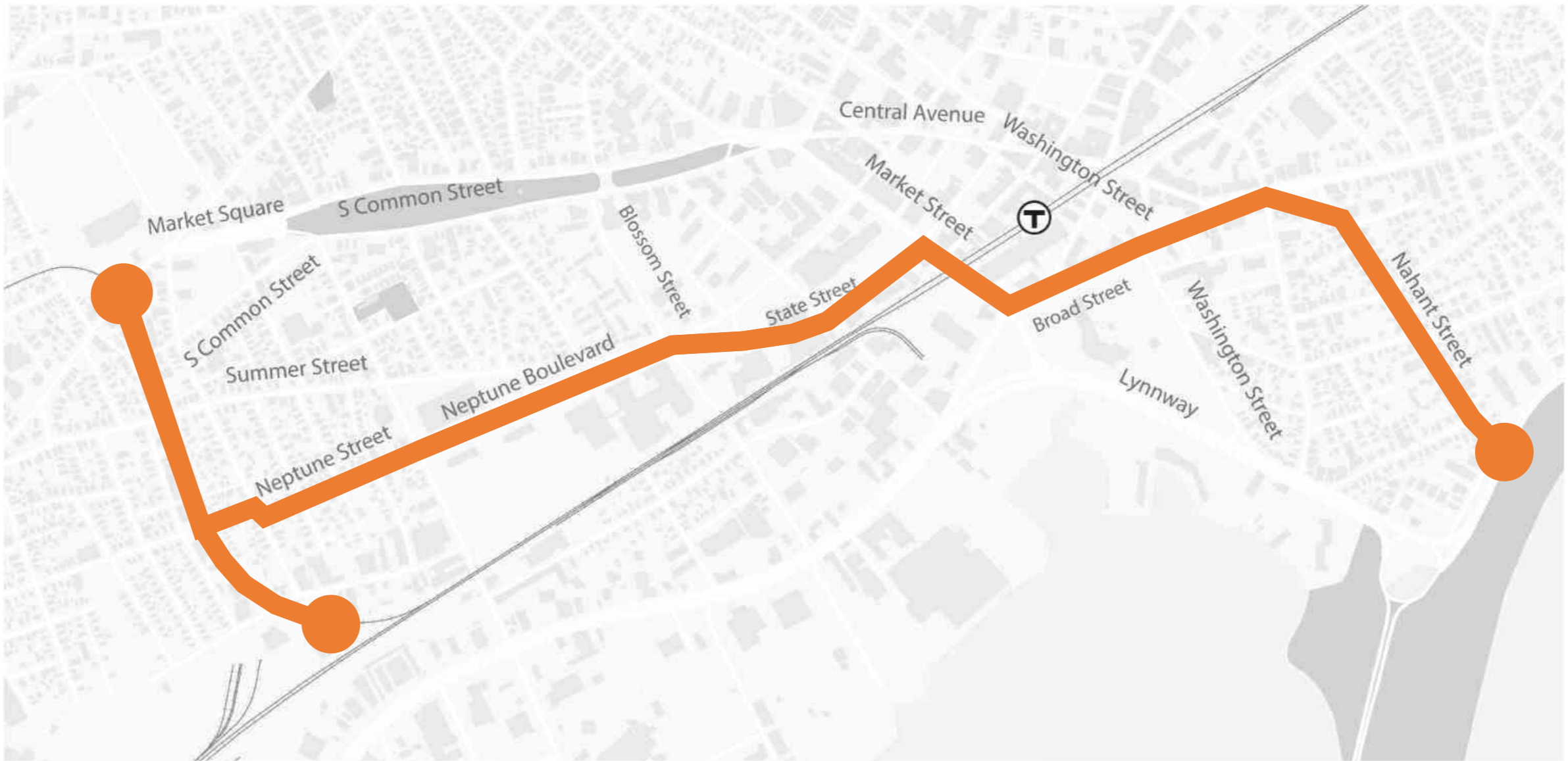
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Alternative #4 – Summer/Nahant



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Alternative #5 – Neptune/Lynnway



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Alternative #6 – Neptune/Nahant

- Interagency Coordination
- Engineering Effort
- Cost
- Timeline
- Accessibility to Destinations
- Use of Abandoned Railbed
- Environmental Justice Impact
- Route Continuity
- Public Feedback

Feasibility

**Placemaking and
Revitalization**

**Community
input**

2) Market Square / S. Common St / Market 1 / Market 2 / Broad St / Nahant St		
1 Northern Route	1a	1 1 1 1 3 3
2 Northern Route	1b	3 2 2 3 2 3
3 Northern Route	1c	3 2 2 3 2 2
4 Northern Route	4a	2 2 2 2 3 1
5 Northern Route	4b	2 2 2 2 3 2
17 N & S Routes	8a	2 2 2 3 3 1
20 N & S Routes	9a/b	1 3 2 1 3 1
22 N & S Routes	9c	3 2 2 3 1 3
		16 15 14 17 17 0 13 2 2 96
3) Path / Summer / Commercial / Neptune Blvd / State / Market / Lynnway		
10 Southern Route	2a/b	1 2 2 1 3 2
11 Southern Route	2c	3 3 2 3 2 3
13 Southern Route	6	2 2 1 1 3 3
14 Southern Route	7a	2 3 2 3 2 1
17 N & S Routes	8a	2 2 2 3 3 1
18 N & S Routes	8b	2 2 2 2 1 1
19 N & S Routes	8c	1 2 1 1 2 1
		12 14 10 13 13 1 10 1 2 76
4) Path / Summer / Commercial / Neptune Blvd / State / Market / Broad / Nahant		
10 Southern Route	2a/b	1 2 2 1 3 2
11 Southern Route	2c	3 3 2 3 2 3
13 Southern Route	6	2 2 1 1 3 3
14 Southern Route	7a	2 3 2 3 2 1
17 N & S Routes	8a	2 2 2 3 3 1
20 N & S Routes	9a/b	1 3 2 1 3 1
22 N & S Routes	9c	3 2 2 3 1 3
		13 15 11 14 14 1 12 1 2 83
5) Path / Neptune St / Neptune Blvd / State / Market / Lynnway		

Tier 2 Criteria Evaluation

Regional Facility

**Economic
Development**

**Putting Lynn's "Best
Face" Forward**

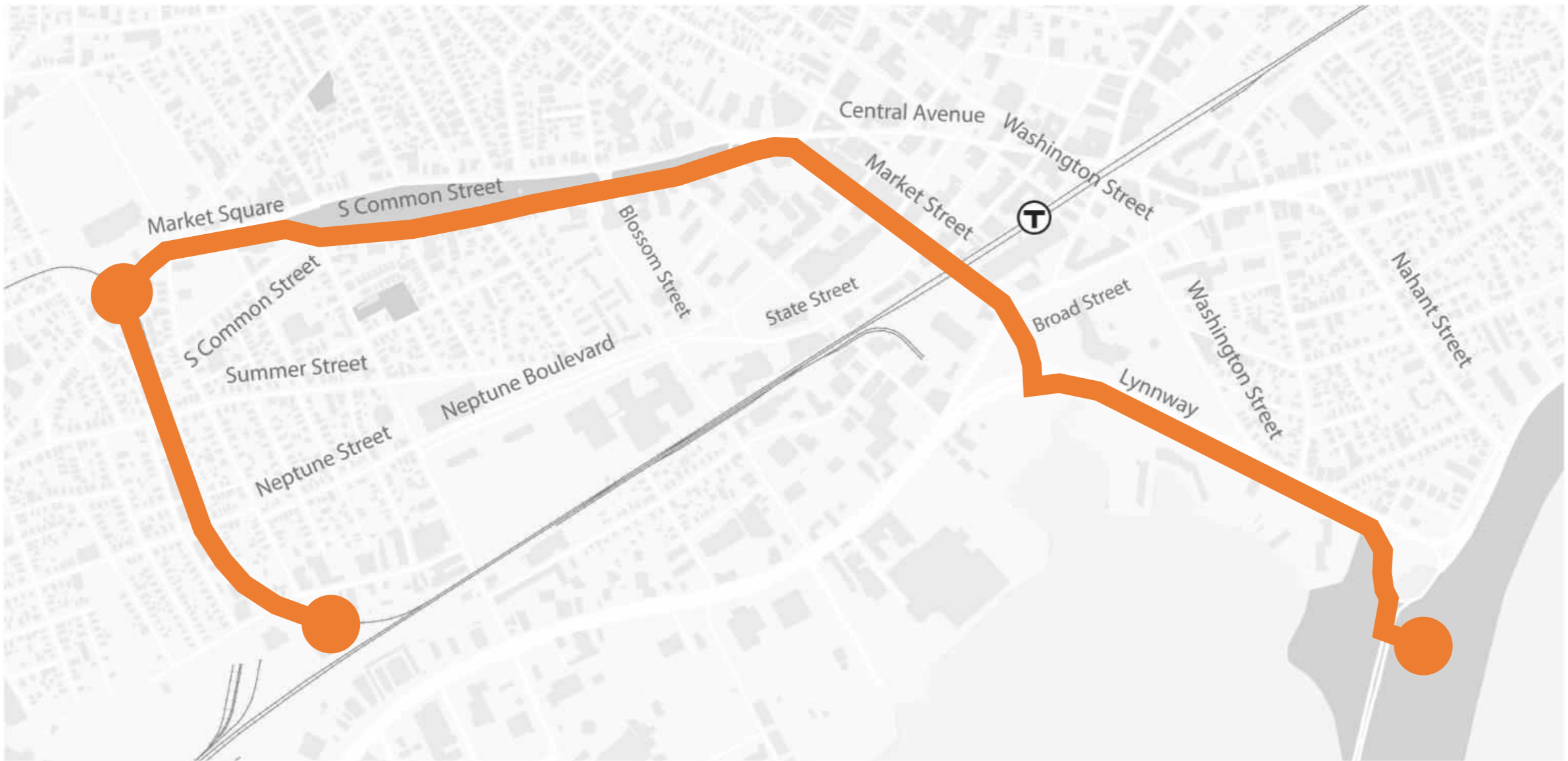
**Branding, Continuous
Trail**

Local Facility

**Connect
Neighborhoods
Outward**

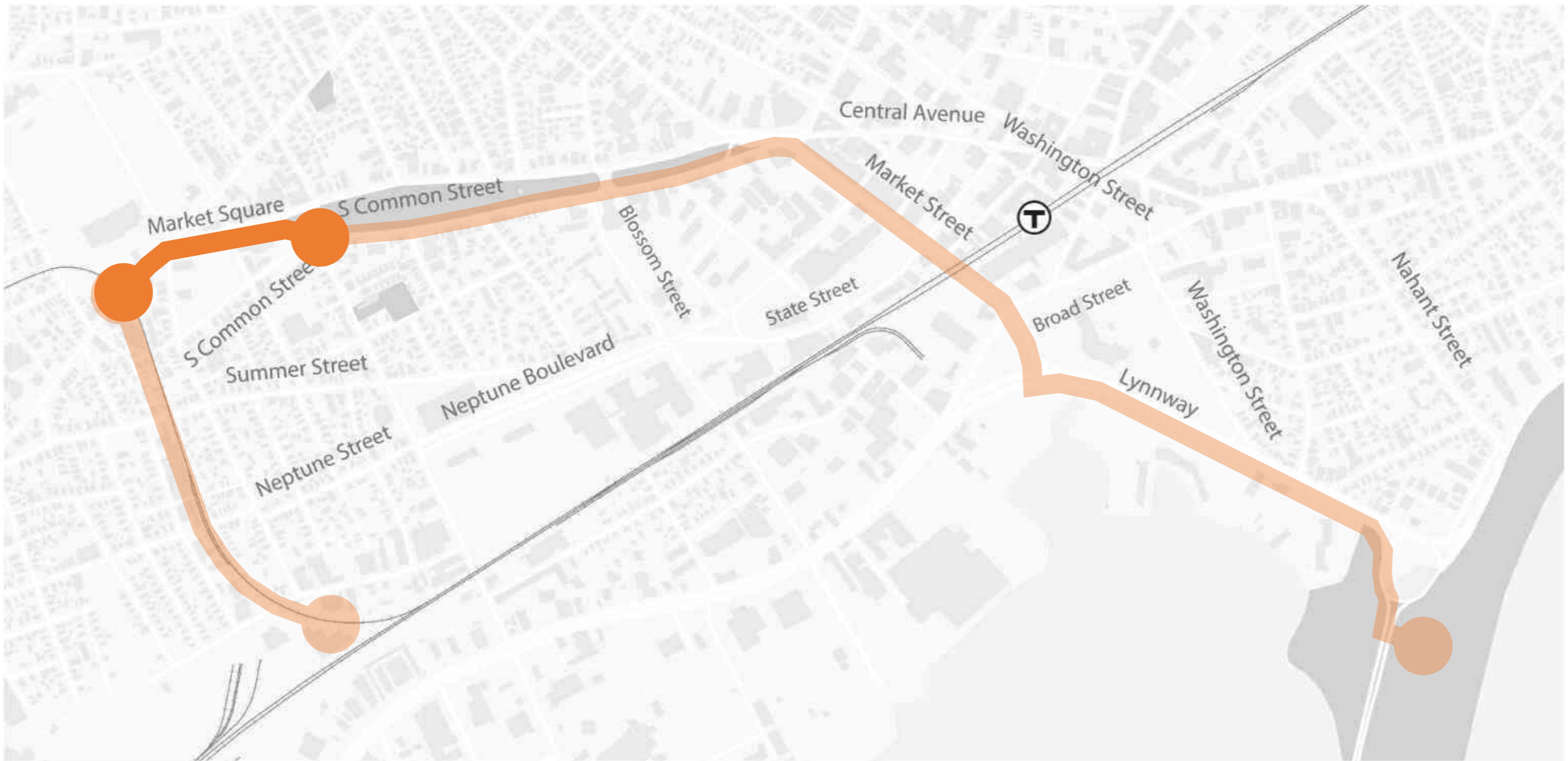
**Connect Local
Institutions**

**Safety for Kids – Bike
to School**



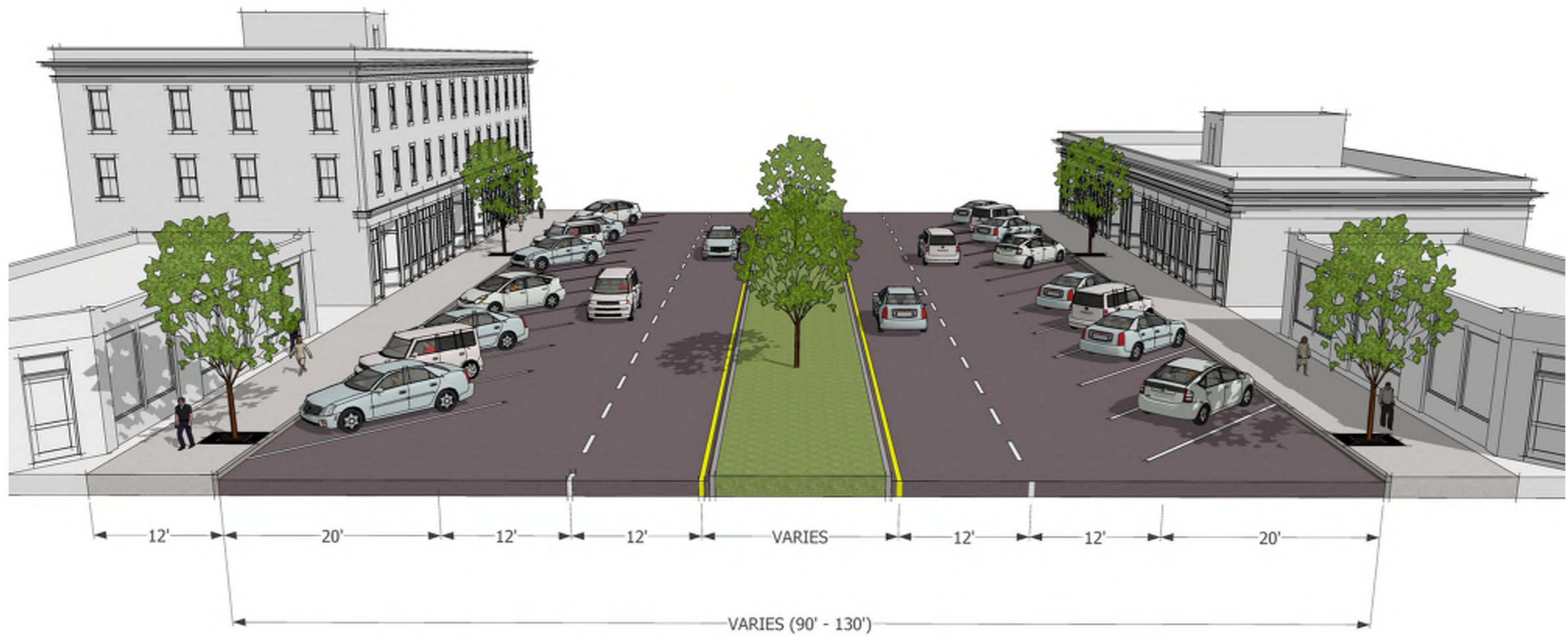
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Recommended Alternative



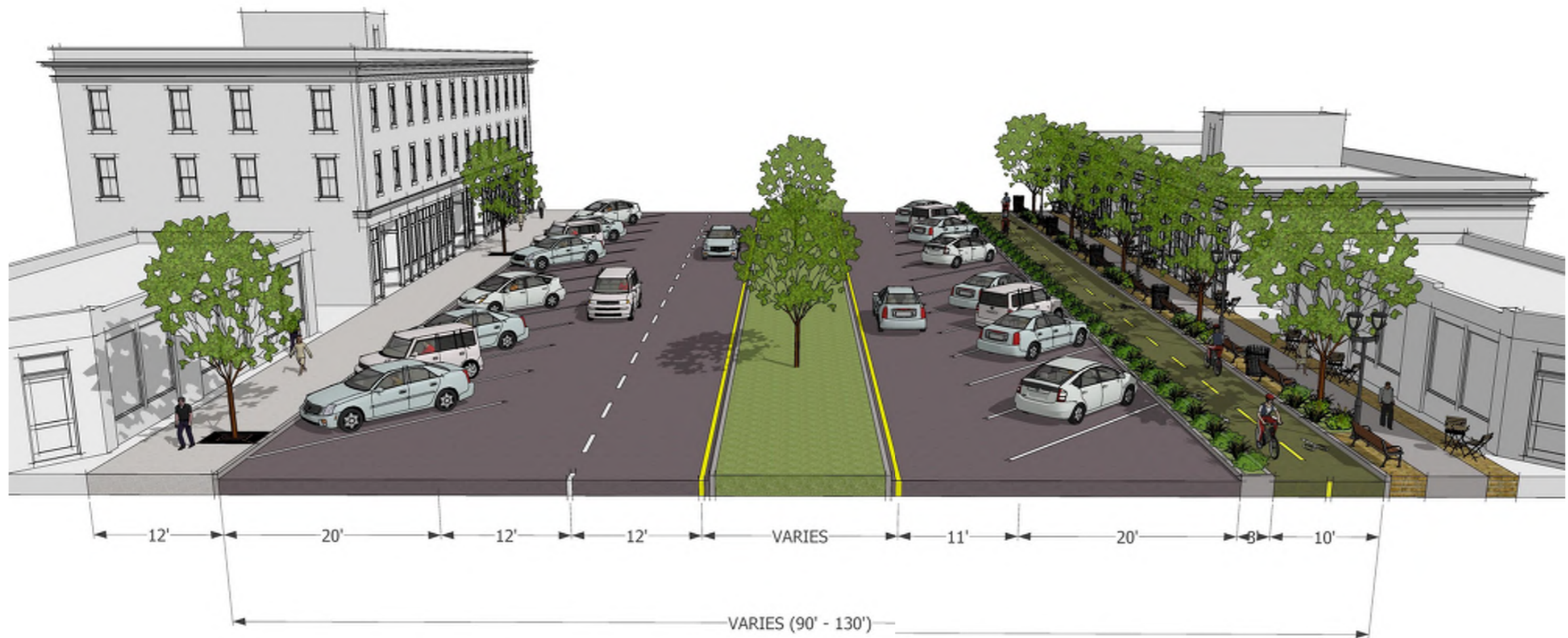
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Market Square



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and Bicycling
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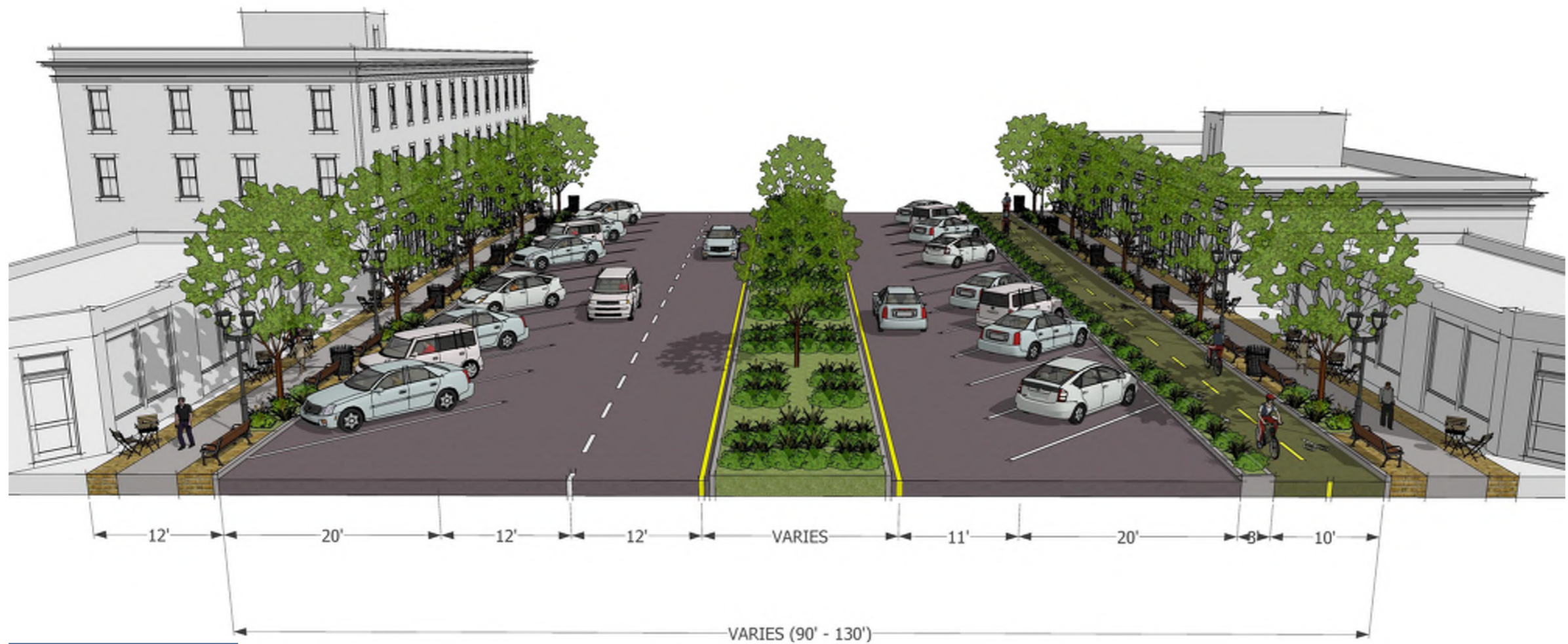
Market Square | Existing



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Market Square | Near-Term

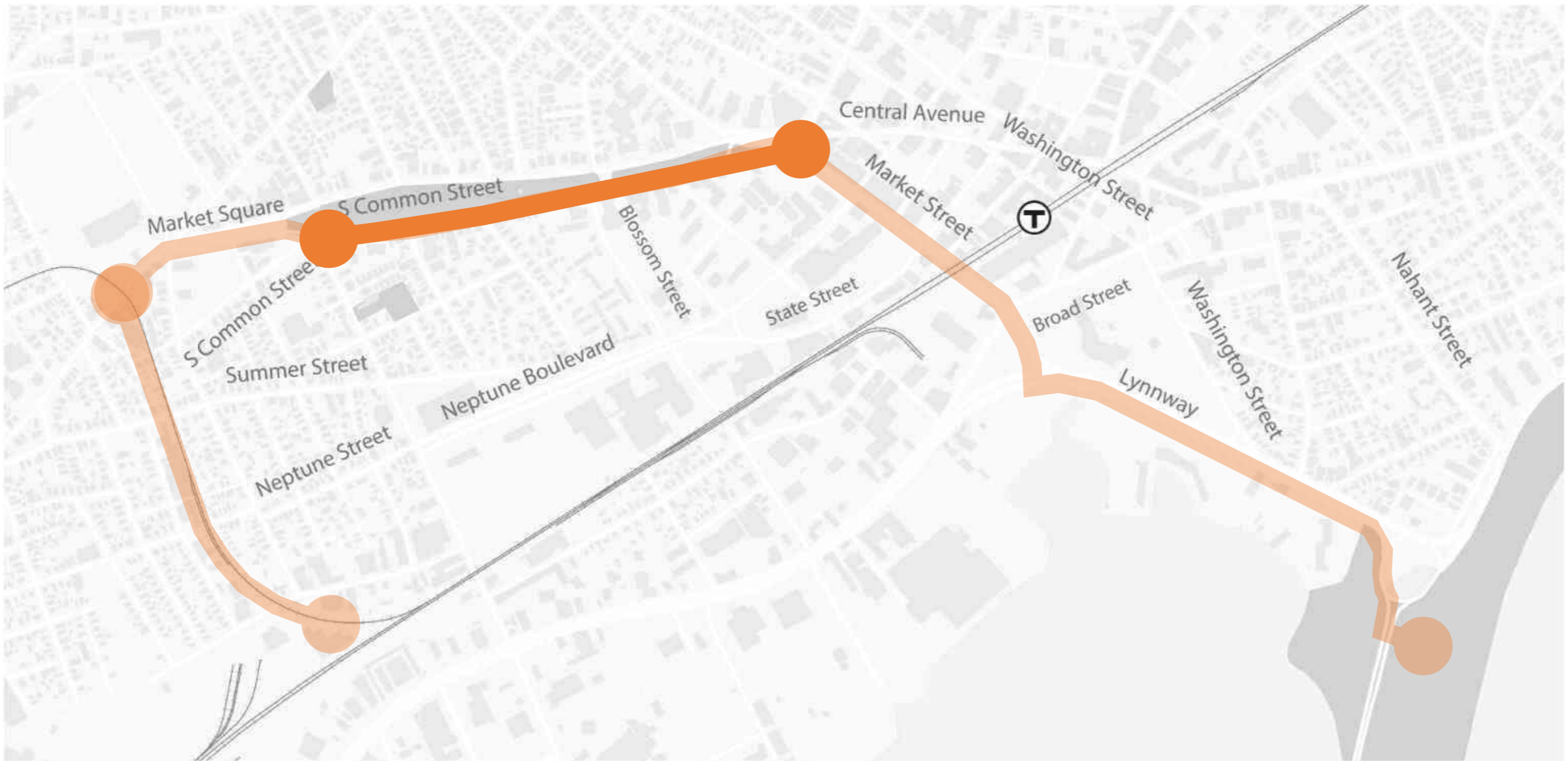




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Market Square | Long-Term





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Common Street



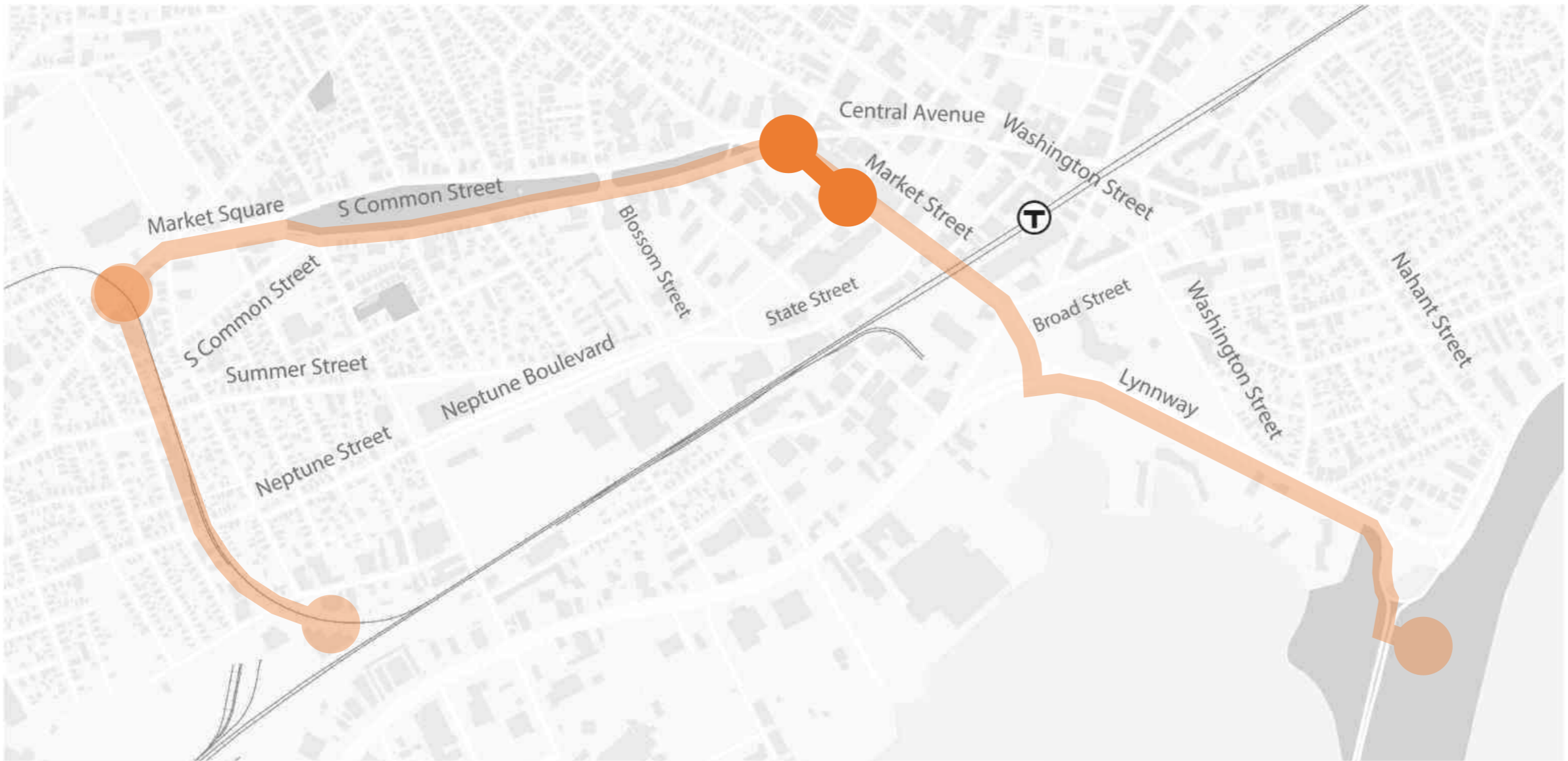
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Common Street | Existing



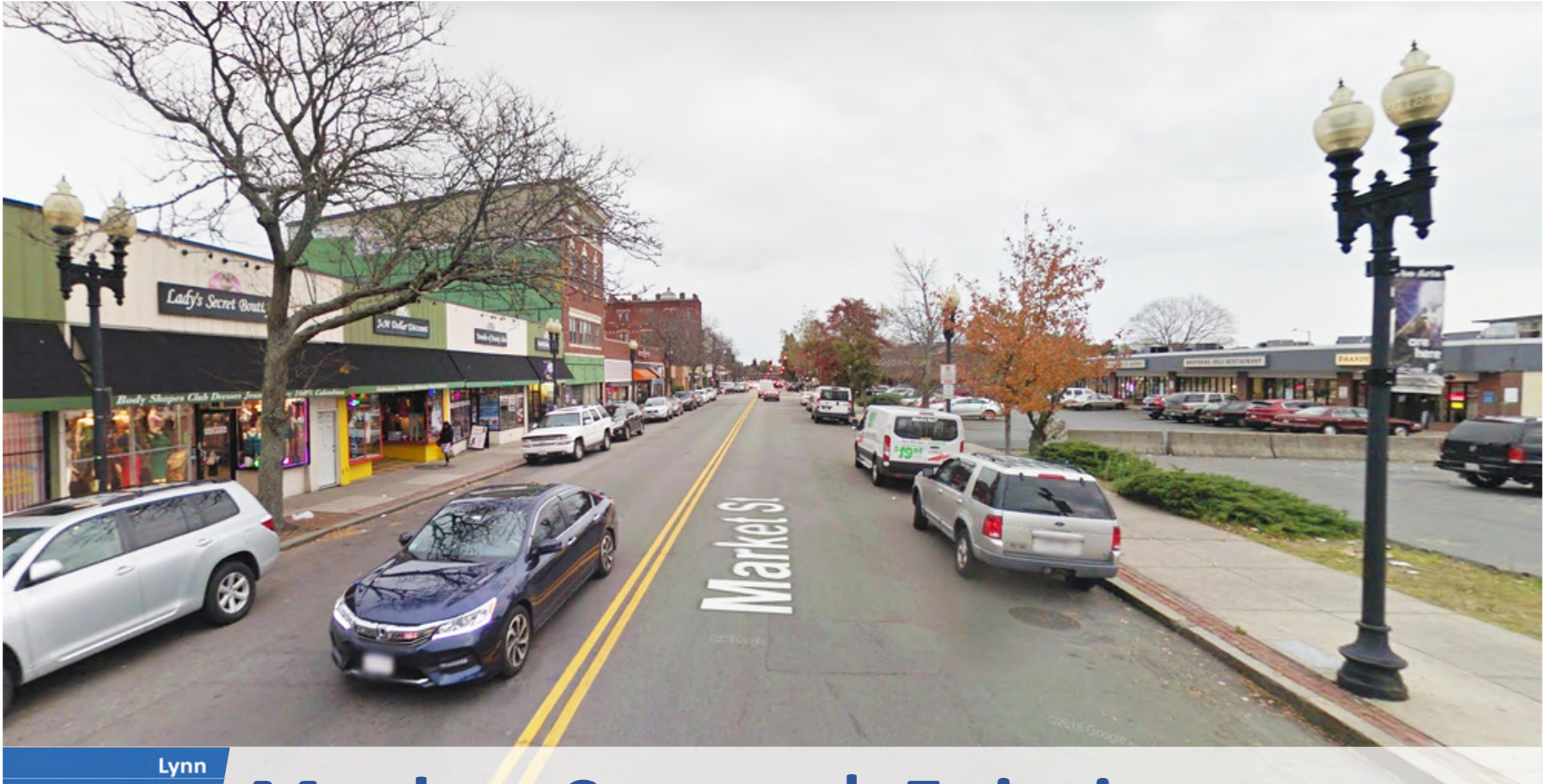
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Common Street | Proposed



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Market Street (Common to Tremont)



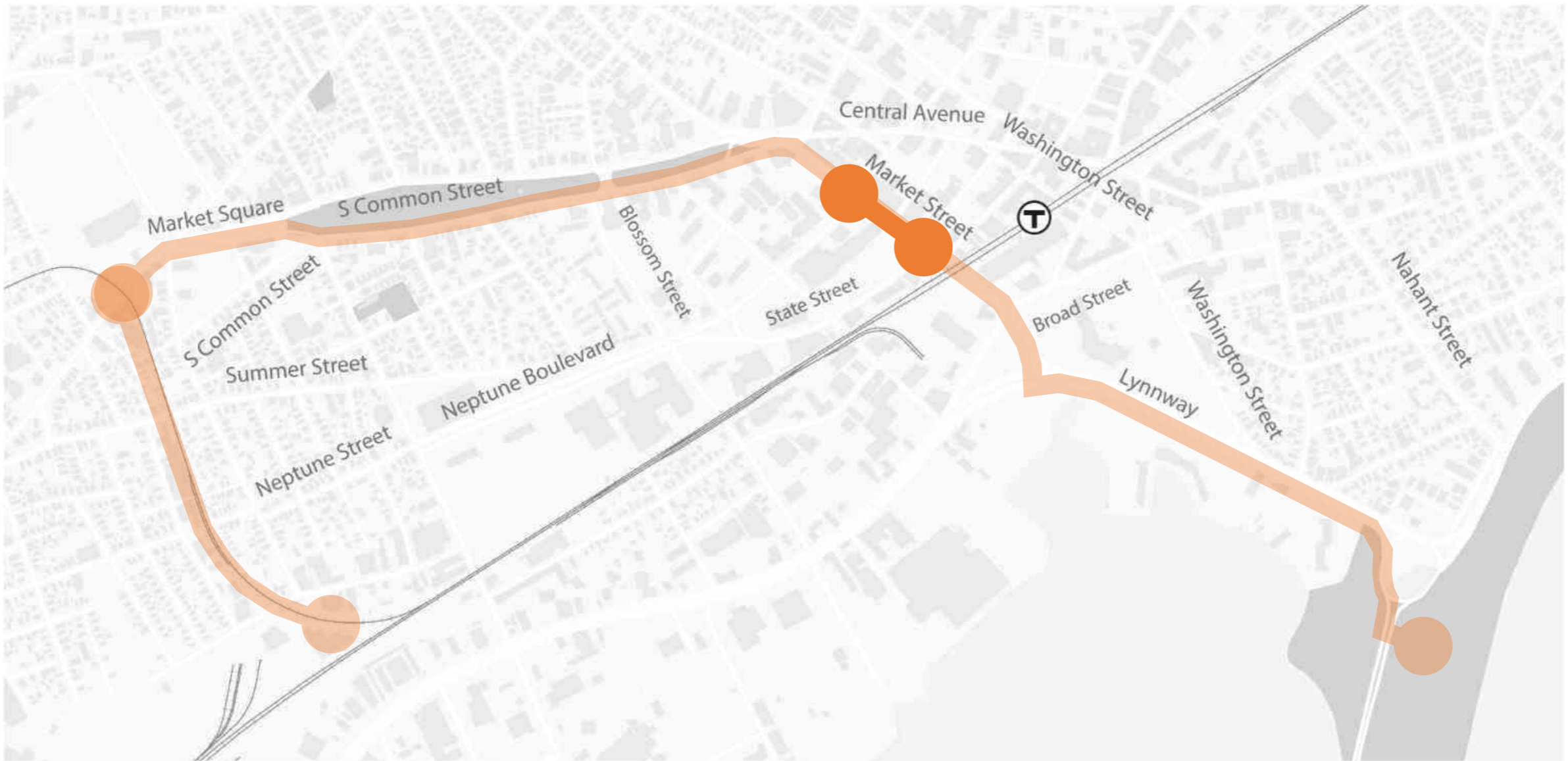
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Market Street | Existing



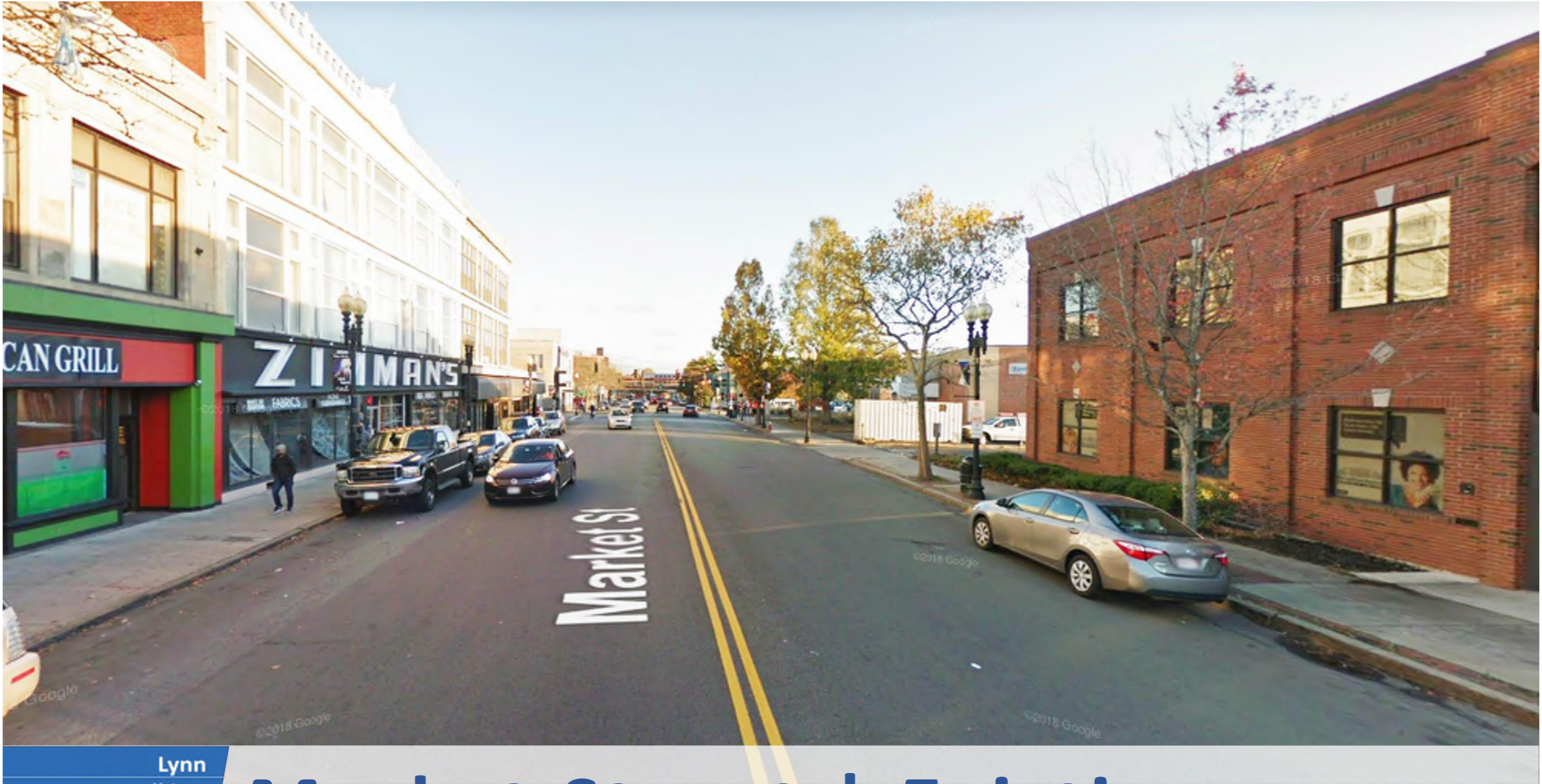
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Market Street | Proposed



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and Bicycling
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Market Street (Tremont to State)



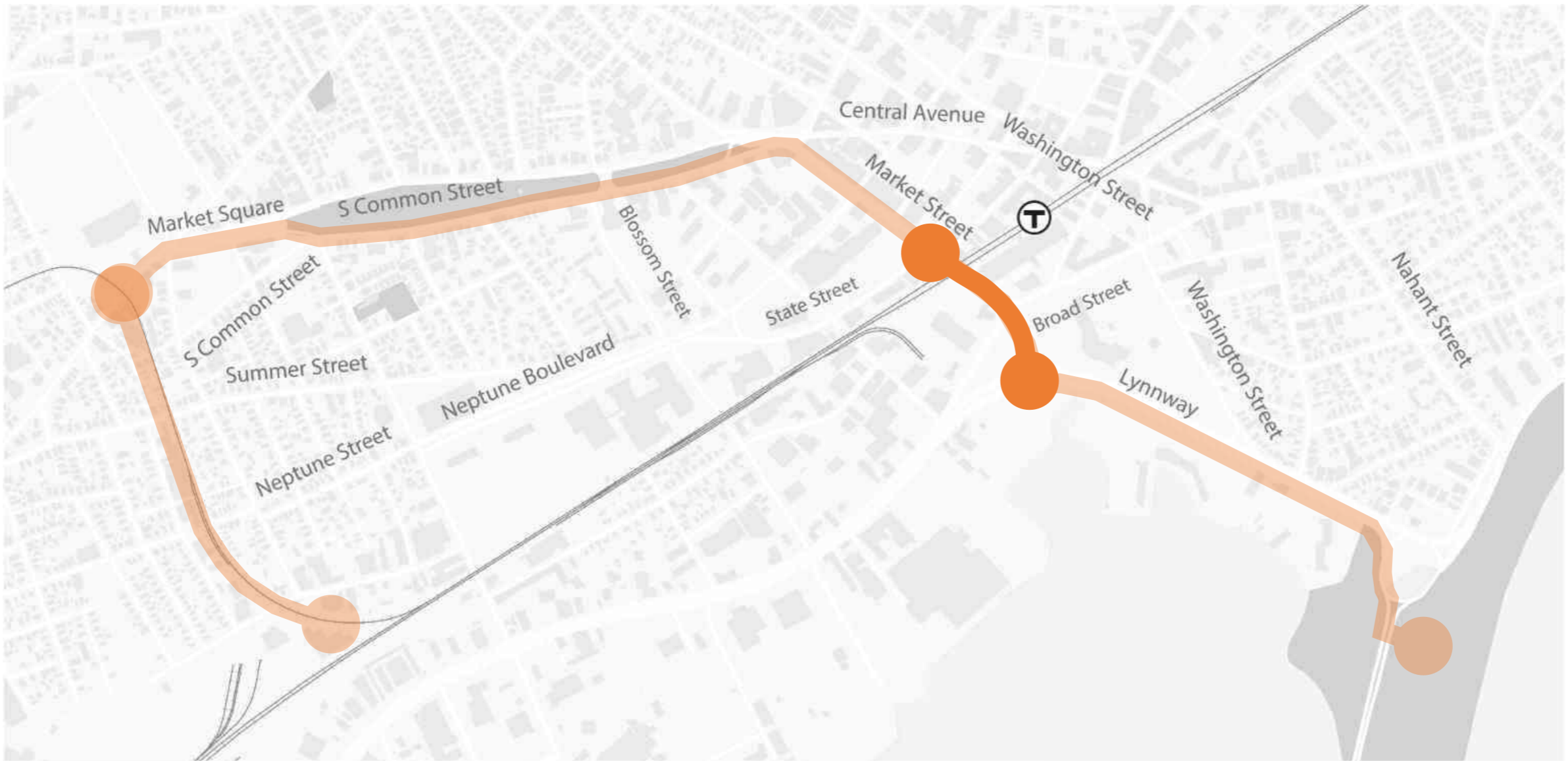
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Market Street | Existing



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Market Street | Proposed



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Market Street (State to Lynnway)



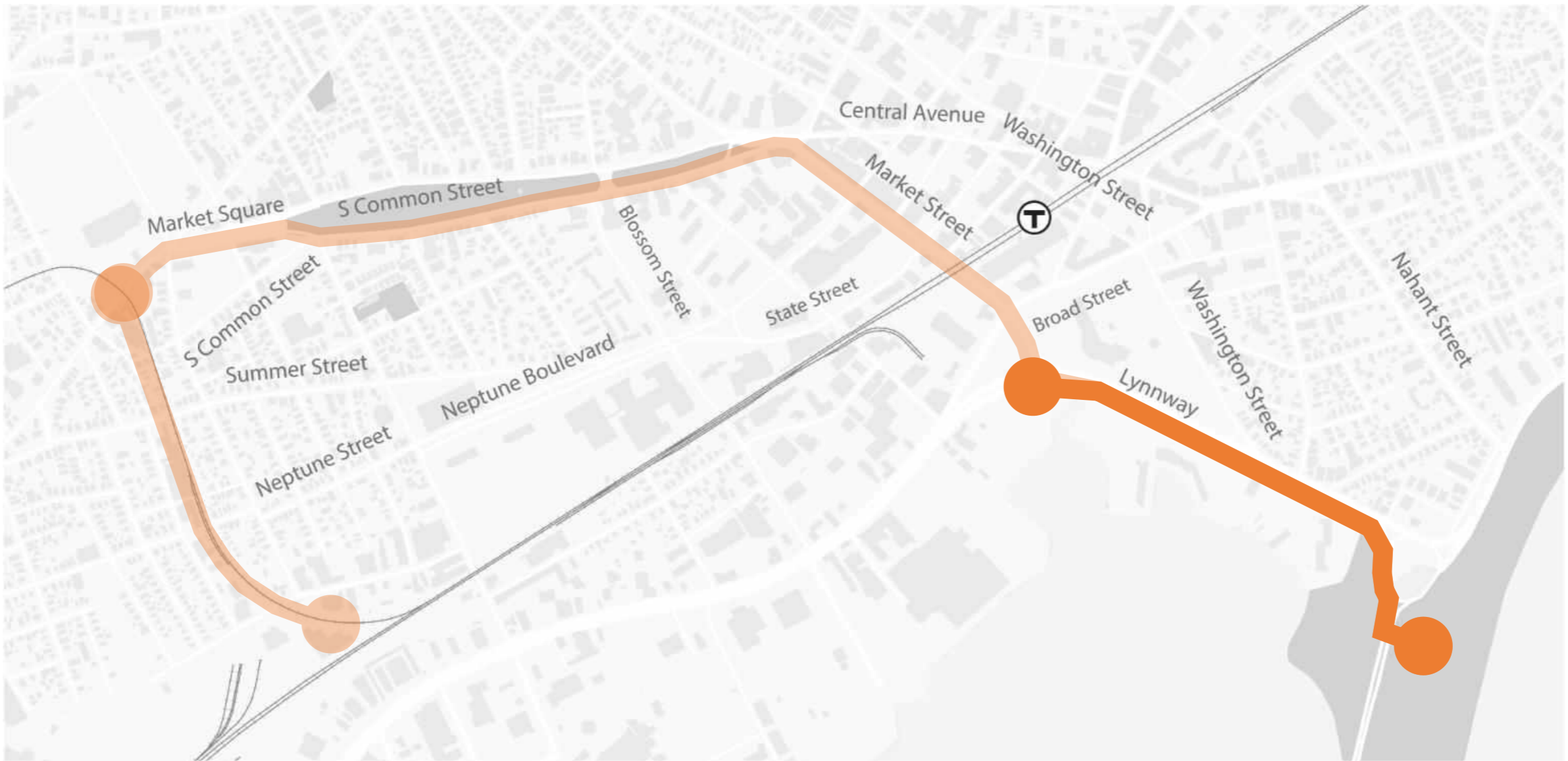
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Market Street | Existing



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Market Street | Proposed



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Lynnway (Carroll Parkway)

MARKET STREET & LYNNWAY/CARROLL PARKWAY CROSSING





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Lynnway | Existing



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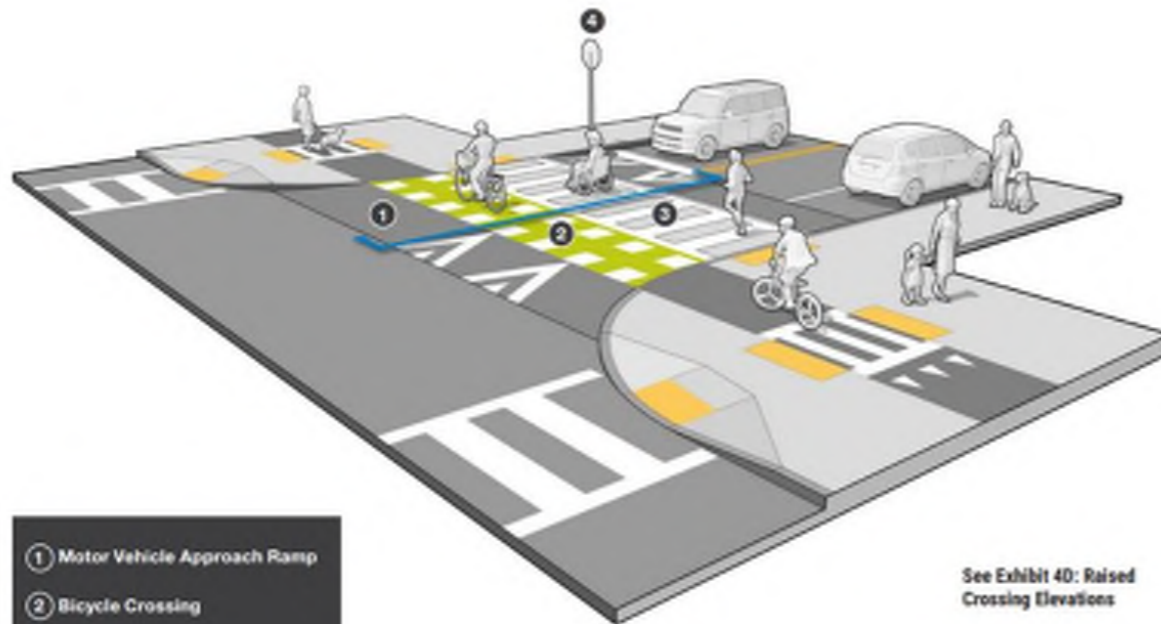
Lynnway | Proposed



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Nahant Road Crossing (Typical Hybrid Beacon)

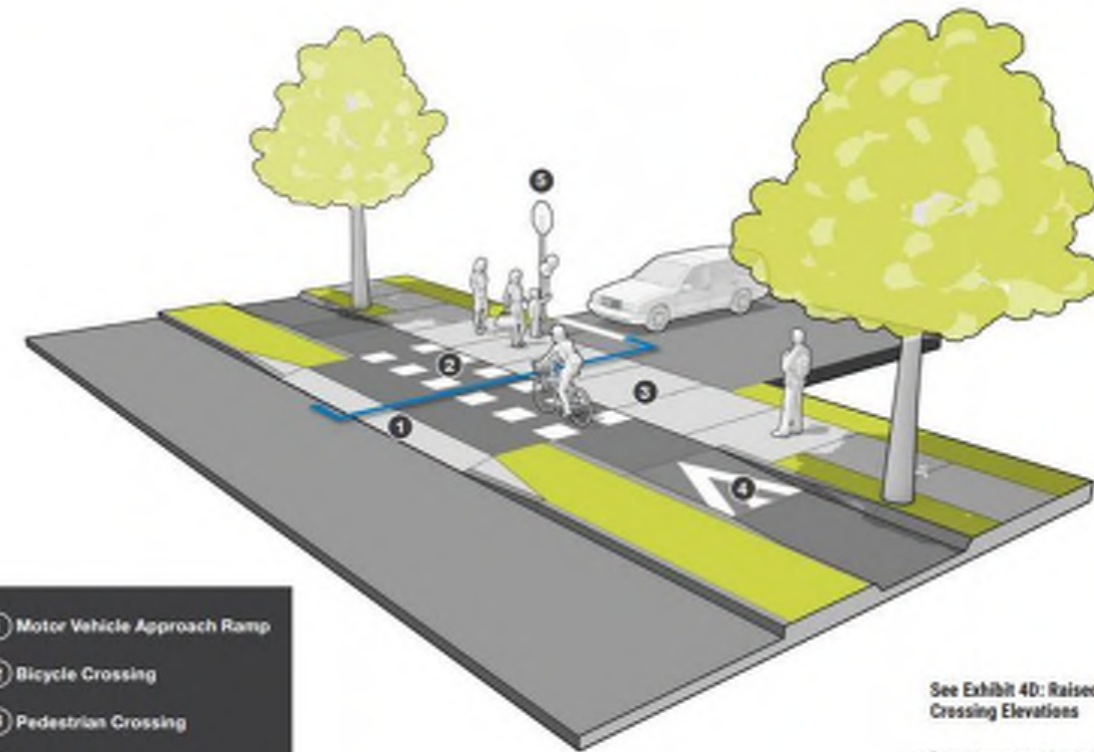
EXHIBIT 4E: RAISED SIDE STREET CROSSING



- ① Motor Vehicle Approach Ramp
- ② Bicycle Crossing
- ③ Pedestrian Crossing
- ④ Stop Sign

See Exhibit 4D: Raised Crossing Elevations

EXHIBIT 4F: RAISED DRIVEWAY CROSSING

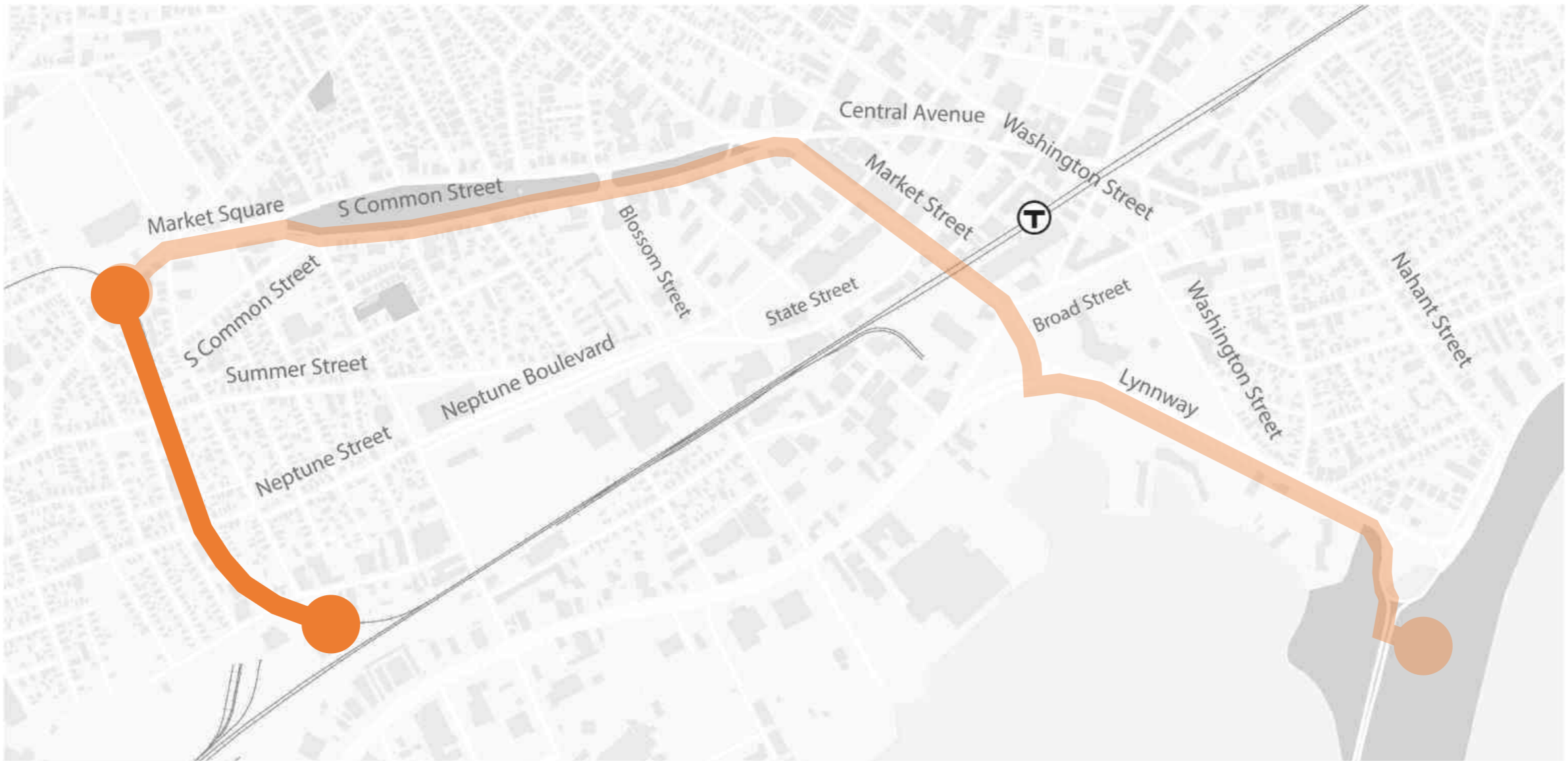


- ① Motor Vehicle Approach Ramp
- ② Bicycle Crossing
- ③ Pedestrian Crossing
- ④ Bicycle Transition Ramp*
- ⑤ Stop Sign

See Exhibit 4D: Raised Crossing Elevations

* Speed hump markings are typical for ramps 6 ft. or more in length with slopes that exceed 5 percent; otherwise they are optional.

Typical Intersections + Driveways



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MBTA Railbed



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Network Plan

MBTA Railbed | Existing

Western Avenue Gateway

Raised Intersection with
Signalized Crossing +
Wayfinding Signs)



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MBTA Railbed | Proposed

**Bicycle + Pedestrian
Shared Use Path**

Trees, Native Plantings,
Connections to Common and
Summer



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MBTA Railbed | Proposed



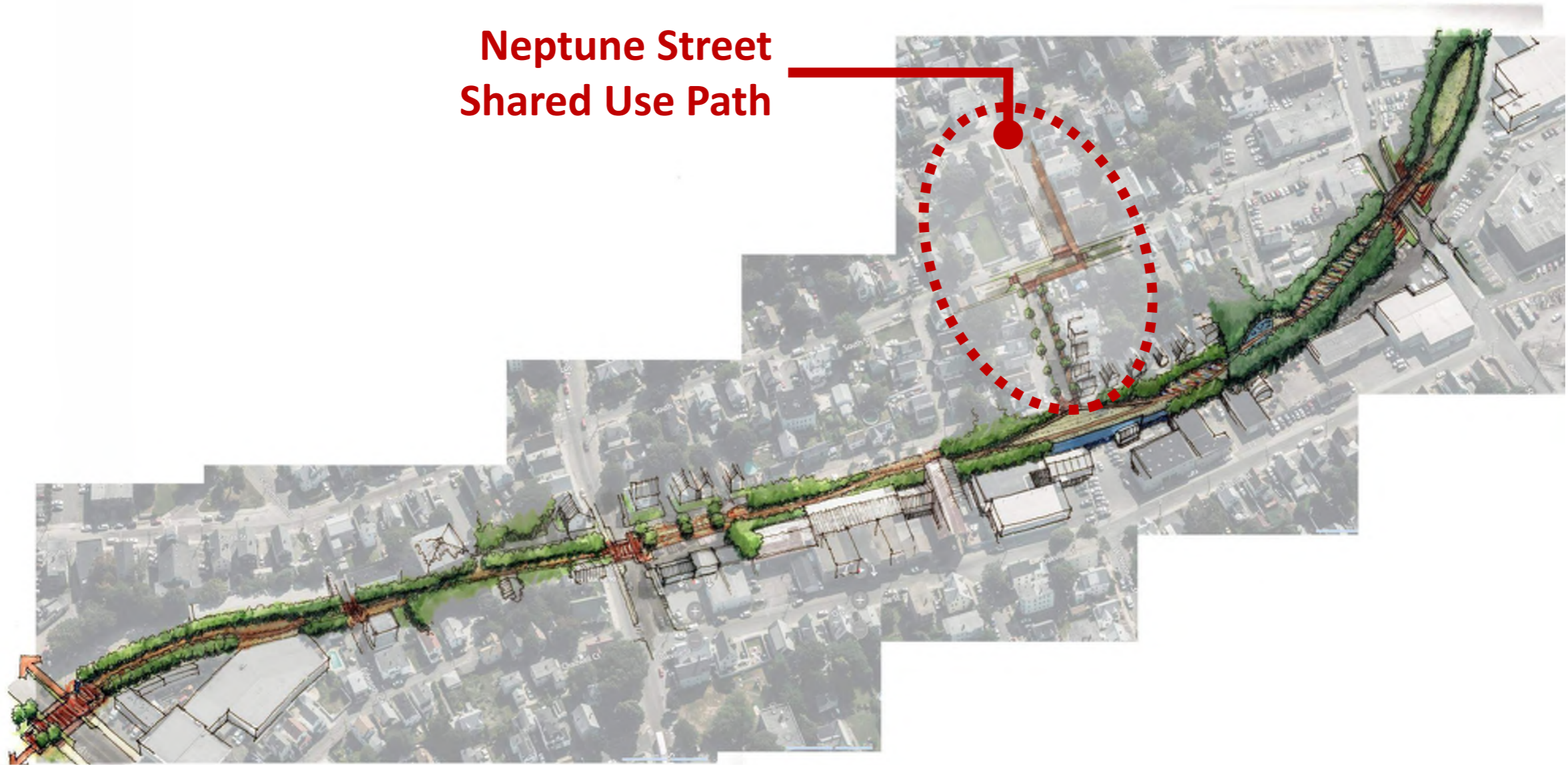
Mural Lawn

Open Lawn Area Showcasing
Mural + Grading to Meet
Neptune Street Court

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MBTA Railbed | Proposed

**Neptune Street
Shared Use Path**



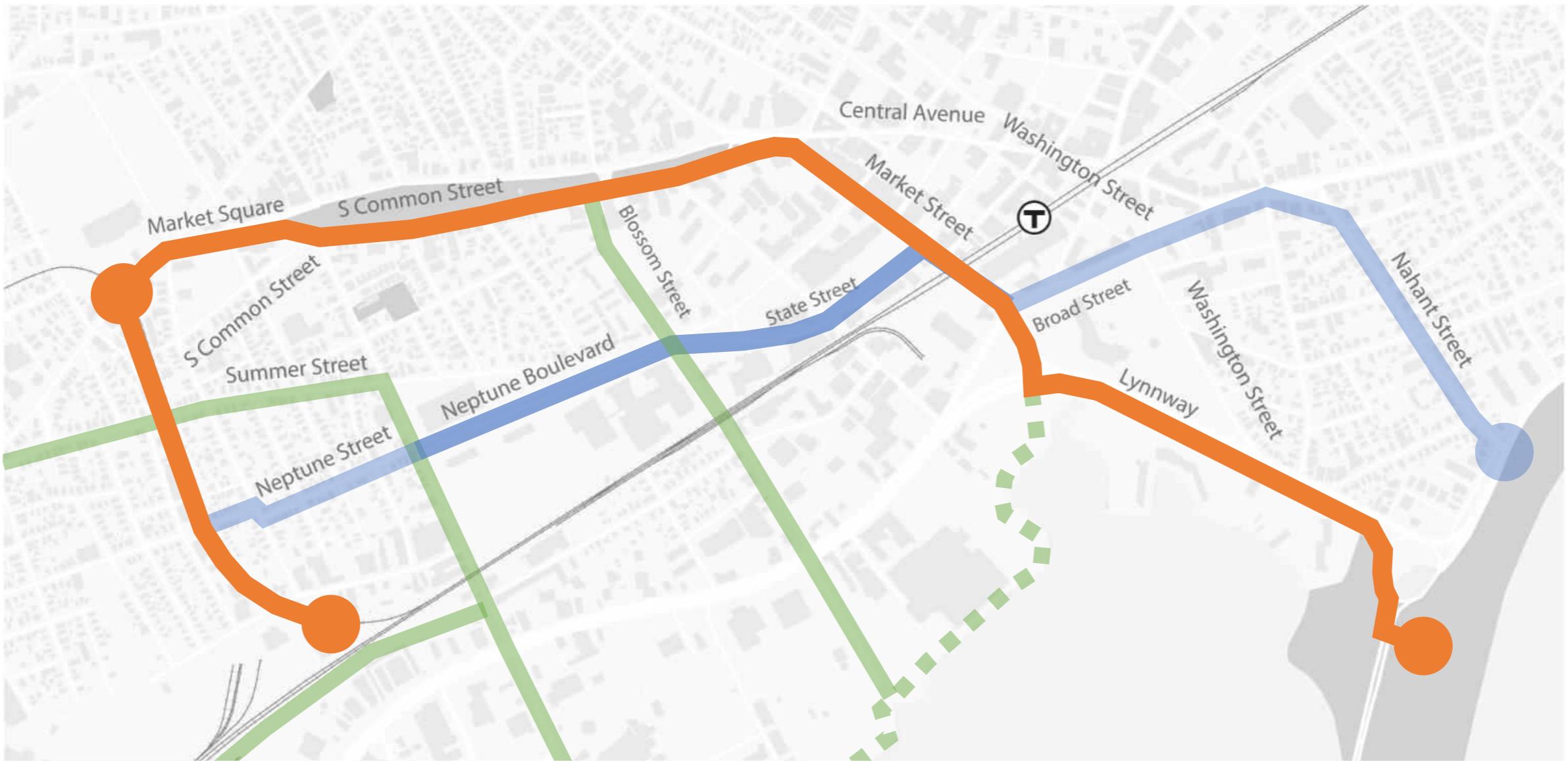
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MBTA Railbed | Proposed

Pedestrian Park

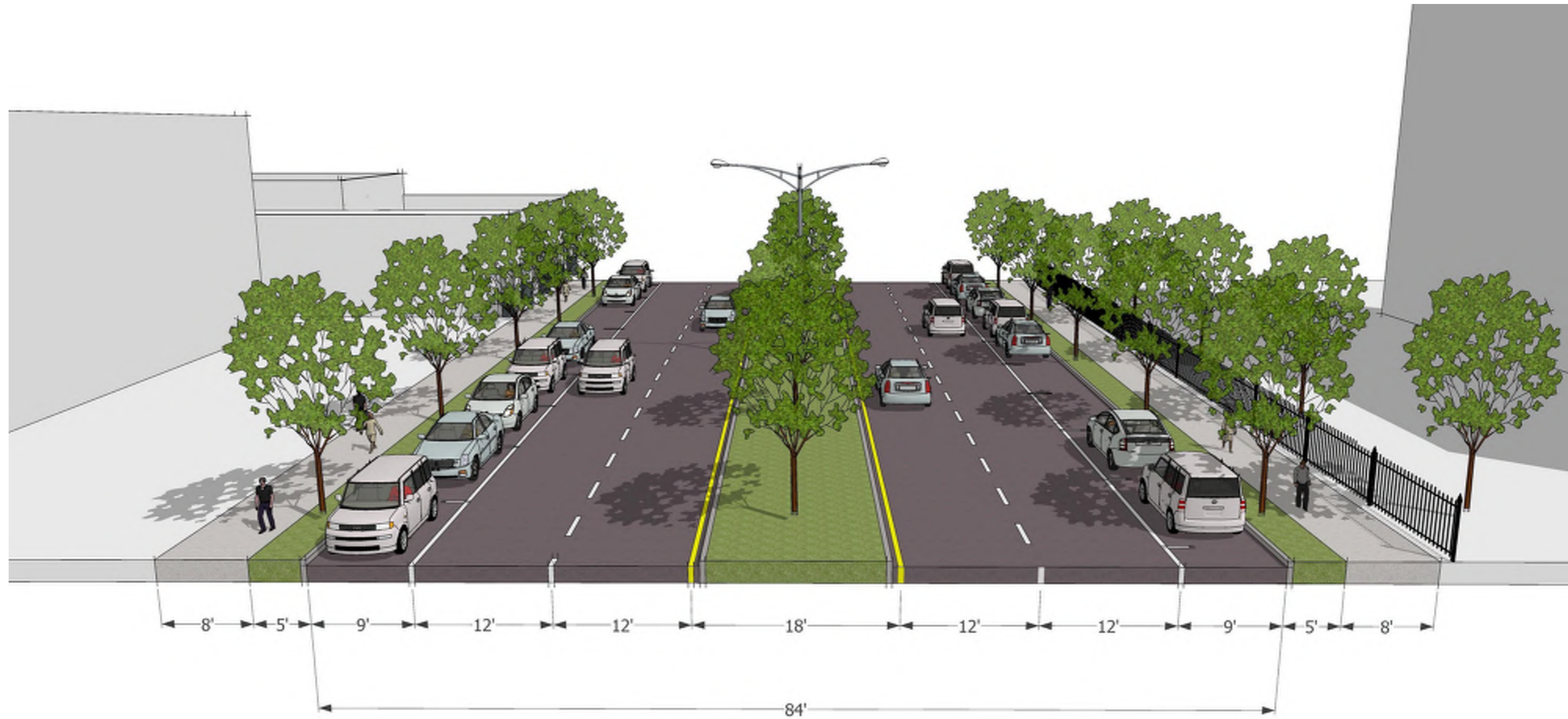
Community Gardens, Other
Programmed Spaces





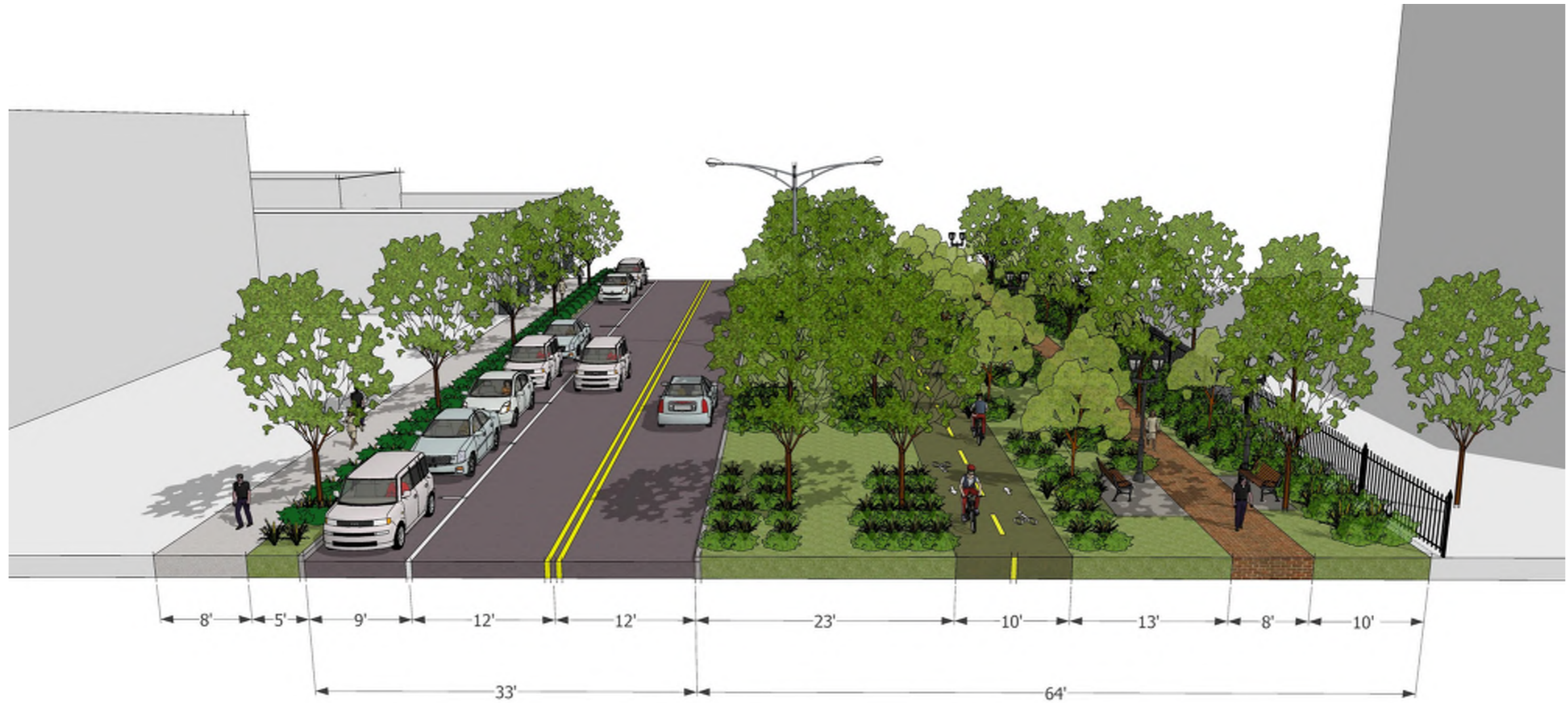
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Additional Recommendations



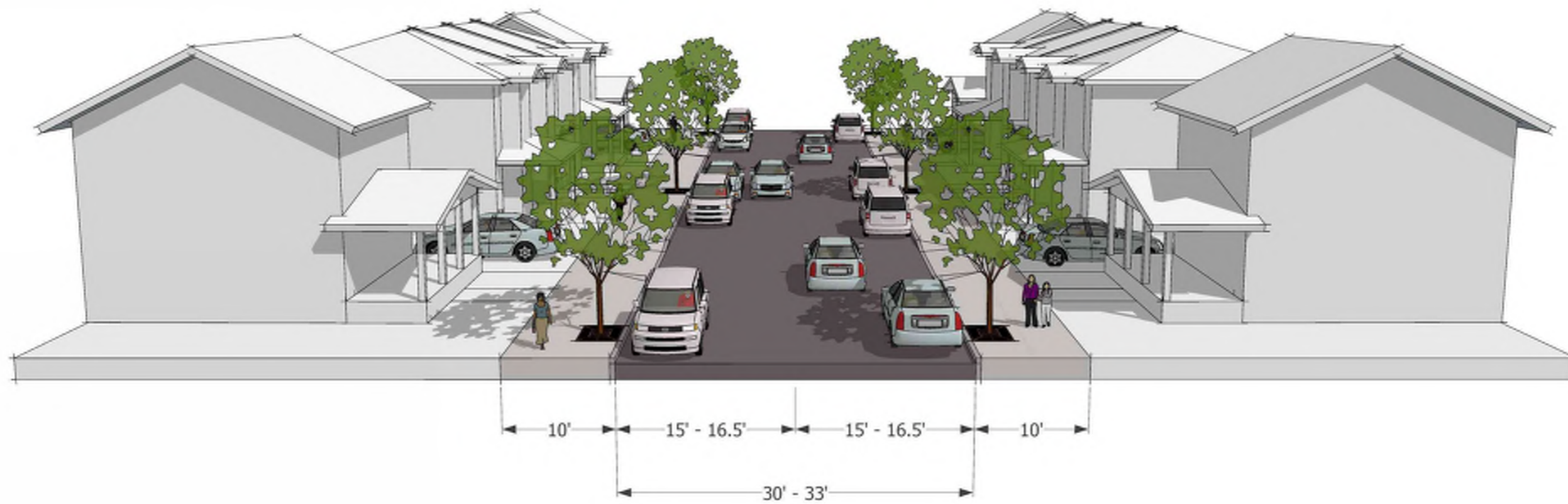
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Neptune Boulevard | Existing



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and Bicycling
Network Plan

Neptune Boulevard | Proposed

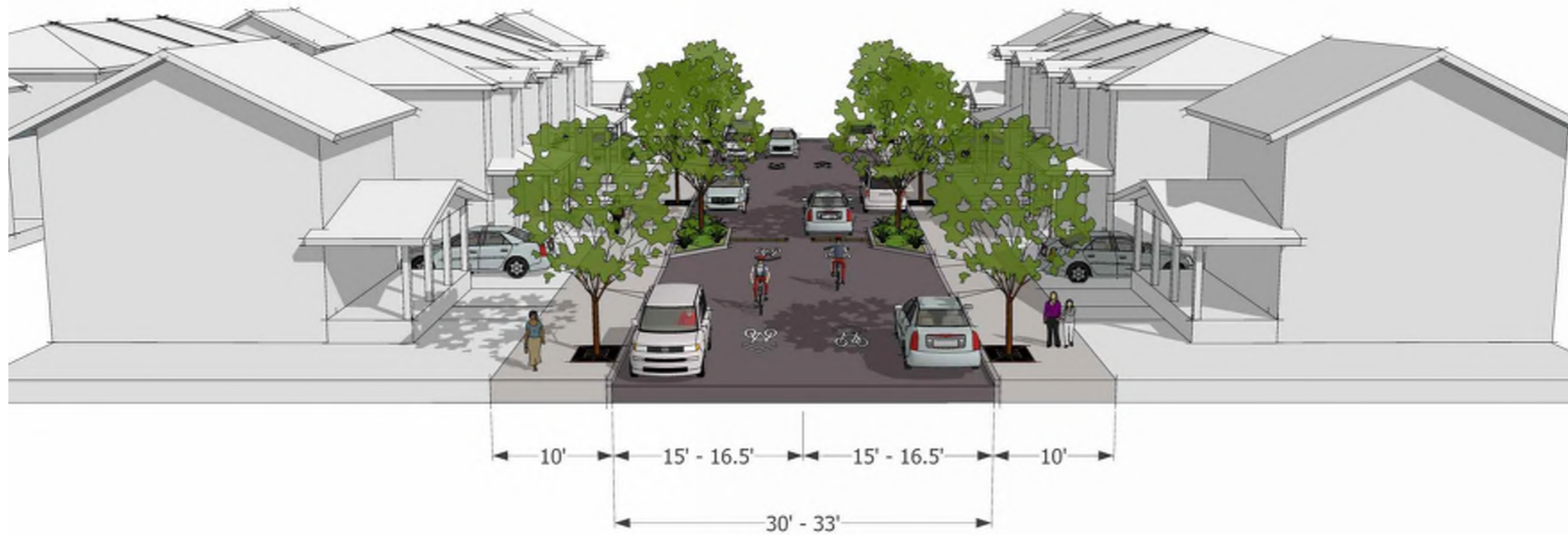


Typical Local Street



Typical Local Street | Sidepath

**LOW VOLUME
LOW SPEED**



Typical Local Street | Sharrow

Thank You



Mayor Thomas M. McGee
City of Lynn

Dianna Chakoutis
Ward 5 Councilor

Peter Capano
Ward 6 Councilor

Jay Walsh
Ward 7 Councilor

Meaghan Hamill
Office of Mayor Thomas M. McGee

John Moberger
City of Lynn Community Development

Andy Hall
City of Lynn Department of Public Works

Jeff Weeden
Lynn Housing And Neighborhood Development

Makenzie Mackin
City of Lynn Department of Public Health

Joe Mulligan
MassDevelopment TDI Fellow

Sgt. Ned Shinnick
Lynn Police Department

Lisa Wallace, Emily Jodoin, and Rachel Sydney
Community Path of Lynn Coalition

John Wang and Hazel Kiefer
The Food Project

Gordy Hall
Hall Company

Kelly Boling
The Trust for Public Land

Herbert Nolan
Solomon Foundation