



# Community Workshop #1

Lynn  
Walking  
and Bicycling  
Network Plan

City of Lynn  
Walking and Bicycling Network Plan



- **Project Introduction + Background**
- **Workshop #1 Recap**
- **Multimodal Planning 101**
- **Draft Goals and Principles**
- **Synthesis and Initial Ideas**

**Existing Walking / Biking Facility**

Existing shared facilities

**Proposed Trail / Path**

Northern Strand Community Trail (Planned / In design)

Community Path of Lynn (Proposed)

Waterfront / Waterfront Path (Proposed)

**Route Alternatives**

The Lynn Walking and Bicycling Network Plan will identify different potential routes from Western Avenue to the following places:

Market Street

Waterfront and GE Site

Lynn Shore Reservation

Farm Terminal

Waterfront and GE Site

Waterfront and GE Site

Waterfront and GE Site

Waterfront and GE Site

Alternative Routes to be Identified





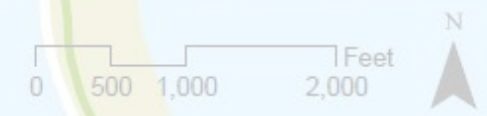
- Existing Walking / Biking Facility**
- Existing shared facilities
- Proposed Trail / Path**
- Northern Strand Community Trail (Planned / In design)
  - Community Path of Lynn (Proposed)

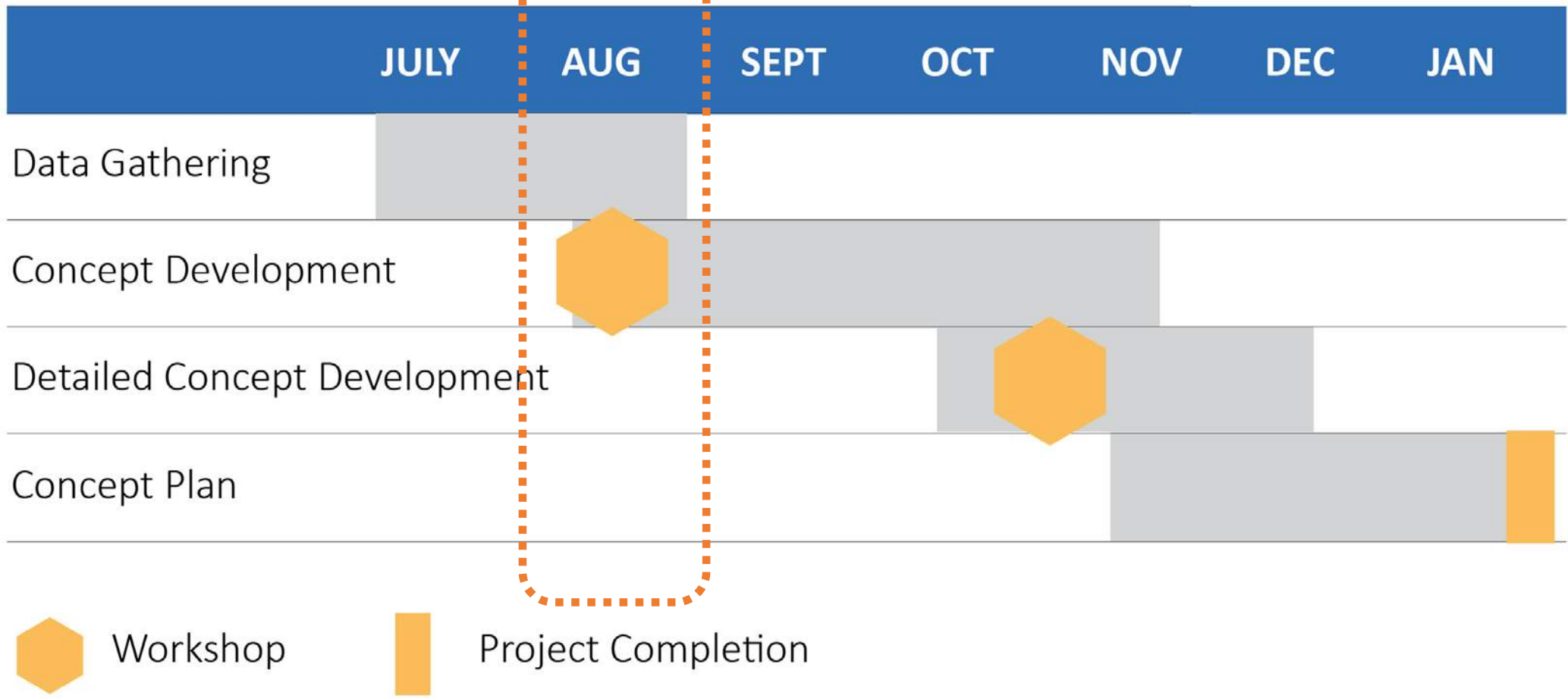
- Route Alternatives**
- The Lynn Walking and Bicycling Network Plan will identify different potential routes from Western Avenue to the following places:
- Market Street
  - Waterfront and GE Site
  - Lynn Shore Reservation

**Lynn Walking and Bicycling Network Plan**

# Project Area

Alternative Routes to be Identified

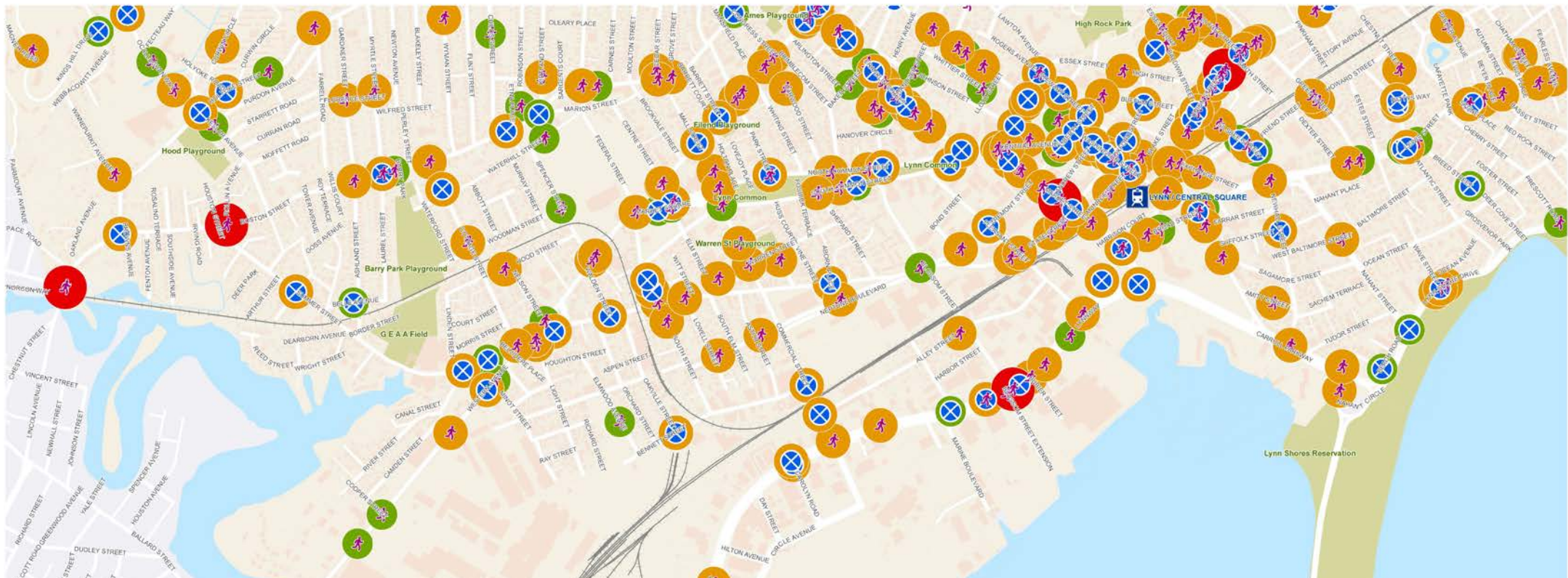






# Project Schedule

- **Walking**
- **Bicycling**
- **Citywide network**
- **Off-street routes**
- **On-street facilities**








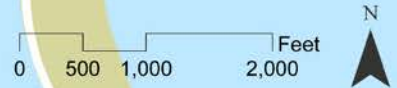
**Pedestrian and Bicycle Crashes (2011 to 2015)**

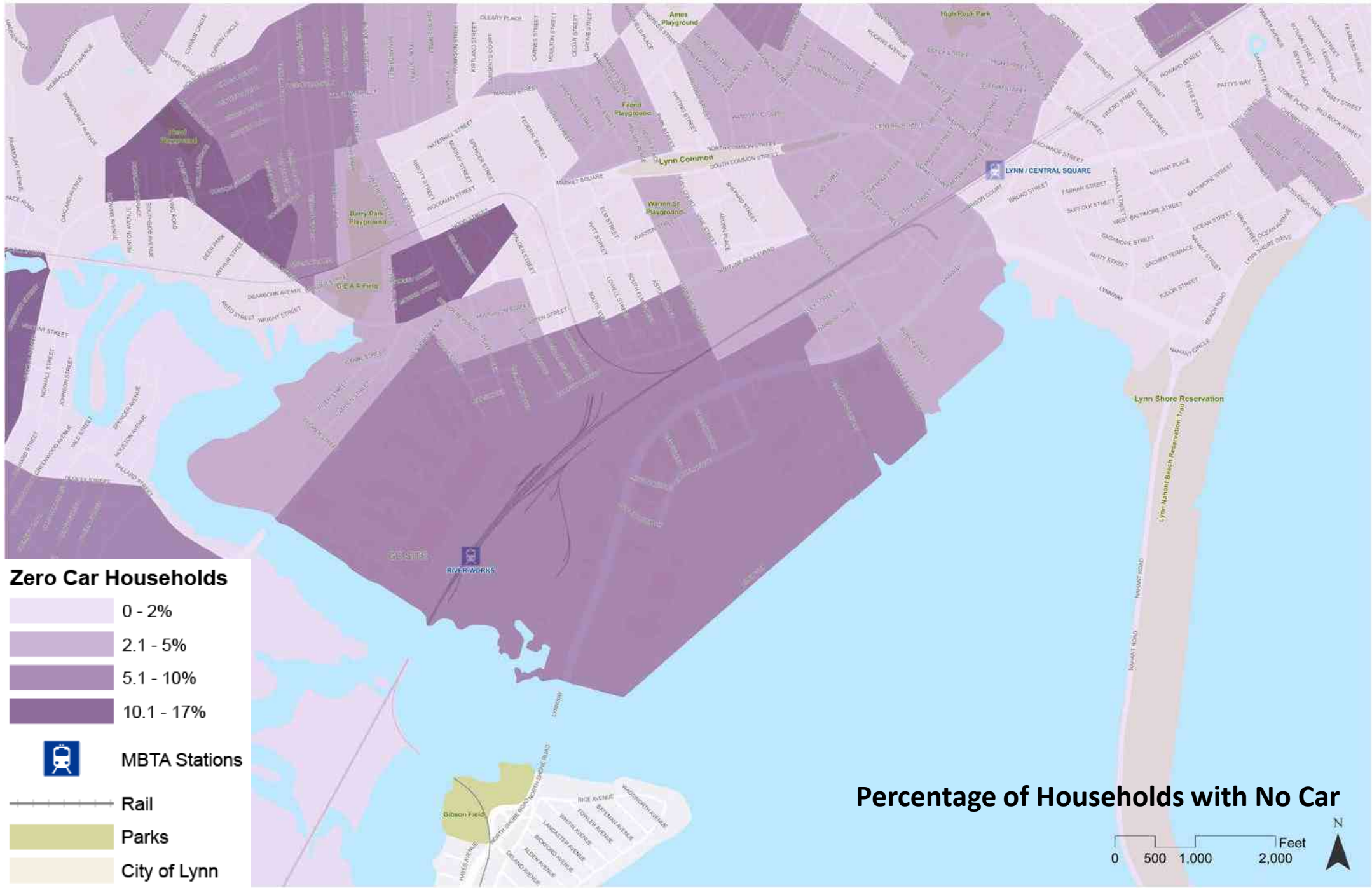
-  Pedestrian Crash
-  Bicycle Crash

**Pedestrian and Bicycle Crash Severity (2011 to 2015)**

-  Fatal injury
-  Non-fatal injury
-  Not Reported; Property damage only (none injured); Unknown

**Pedestrian and Bike Crashes (5 Years)**





**Zero Car Households**

- 0 - 2%
- 2.1 - 5%
- 5.1 - 10%
- 10.1 - 17%

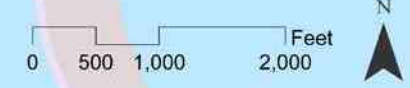
MBTA Stations

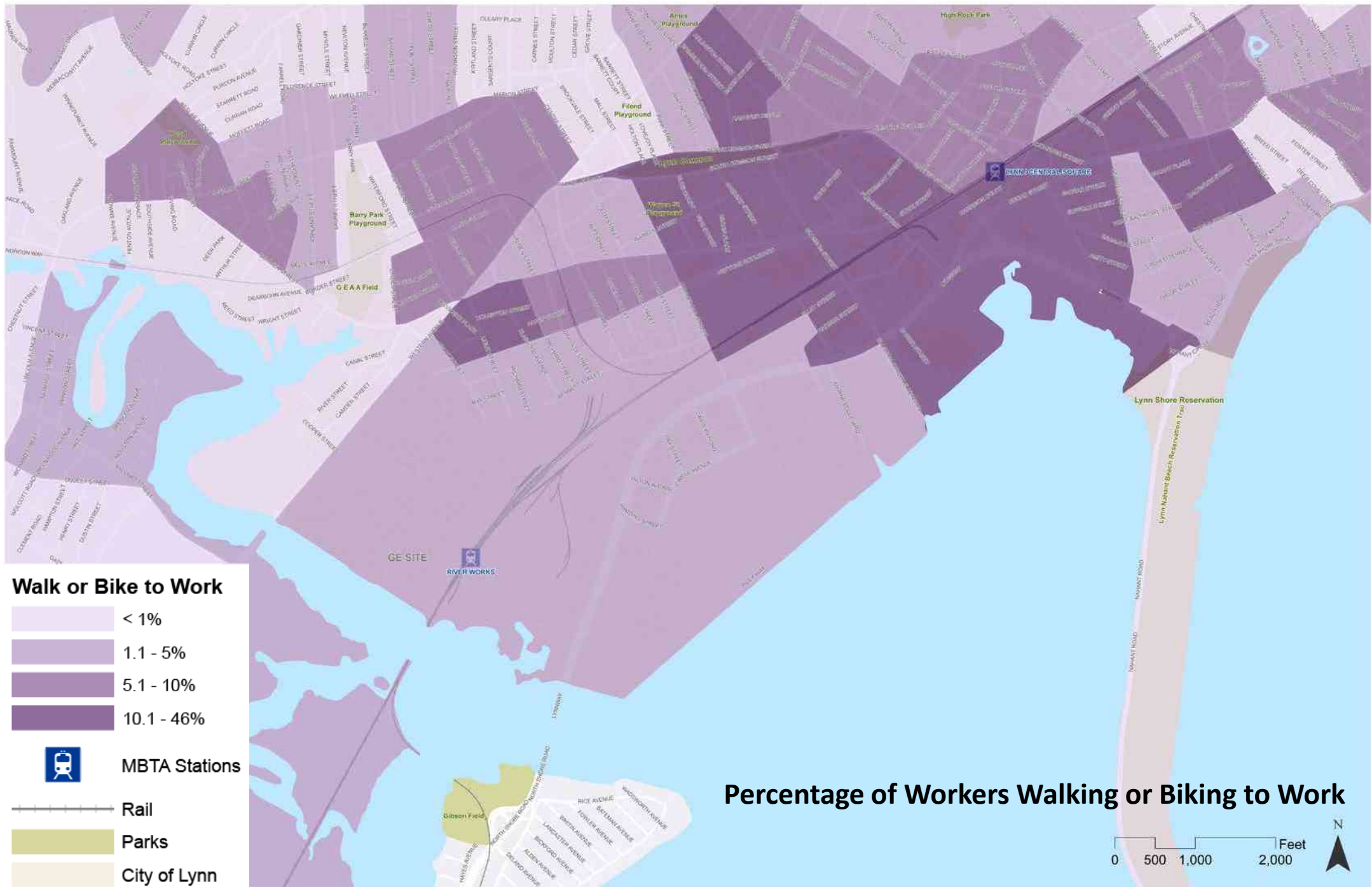
Rail

Parks

City of Lynn

**Percentage of Households with No Car**





High Rock Park

Ames Playground

Filend Playground

Barry Park Playground

Waring Jr. Playground

GE A Field

GE SITE

RIVER WORKS

Lynn Shore Reservation

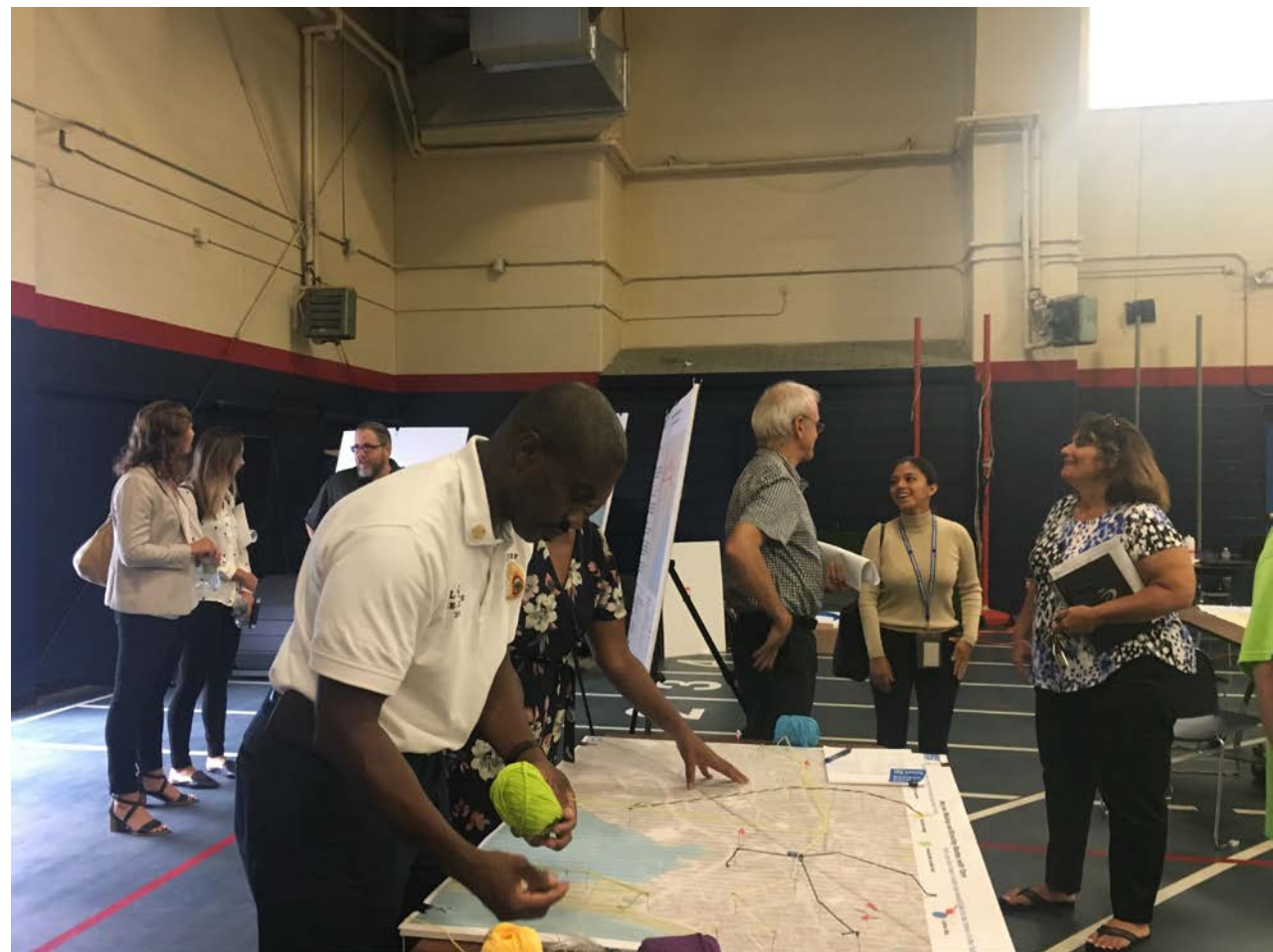
Lynn Nahant Beach Reservation Trail

Dobson Field



- “Fact-Finding” mission
- Begin building an “informed consensus” on issues and opportunities





# Workshop 1



# Workshop 1



Lynn  
Walking  
and Bicycling  
Network Plan

# Workshop 1

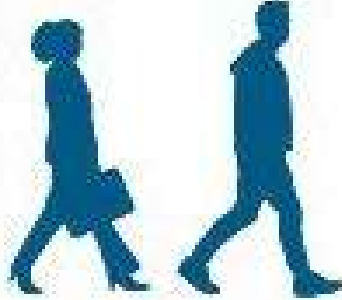
# Pedestrian Facility Types

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN WALKING

No sidewalks or narrow sidewalks on high speed roads



Sidewalks on moderate speed roads or on only one side of the road



Sidewalks on low-to-moderate speed roads or landscaped/offset sidewalk on one side



Residential streets with sidewalks or landscaped/offset sidewalks on both sides of the road



Source: <https://www.wyofile.com/task-force-spend-10-m-annually-cyclists-pedestrians/> (Wyoming Bicycle and Pedestrian Task Force)

## Level of Comfort & Safety

# Bicycle Facility Types

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING

*No bike lanes on a busy street*



*Narrow bike lane or shoulders on a busy street*



*Buffered bike lane on a calm street*



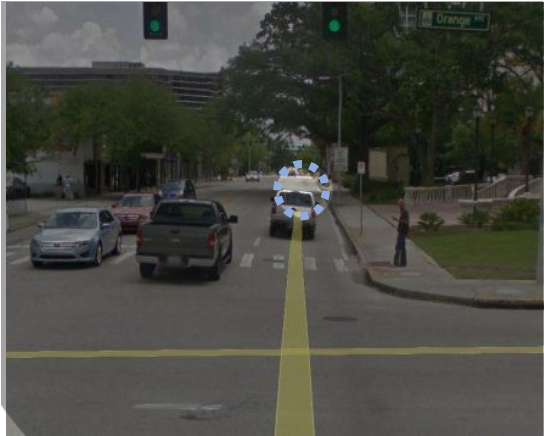
*Separated bike lane, bicycle boulevard, or shared use path*



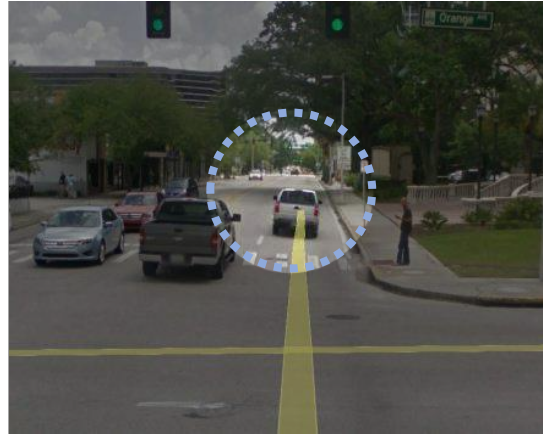
Source: <https://www.wyofile.com/task-force-spend-10-m-annually-cyclists-pedestrians/> (Wyoming Bicycle and Pedestrian Task Force)

## Level of Comfort & Safety

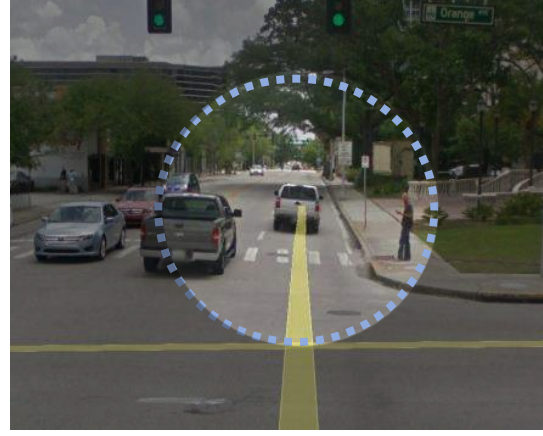
# Influence of Speed



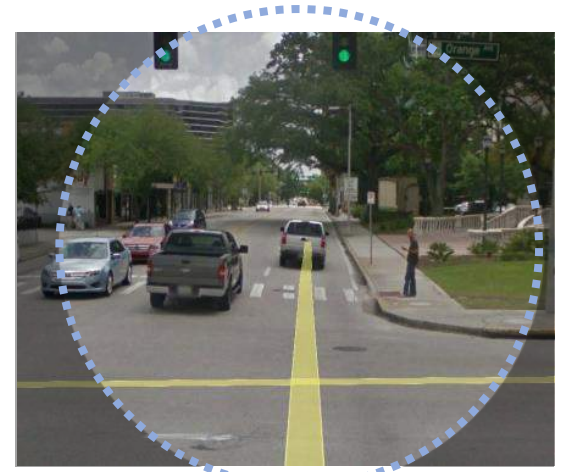
40 MPH



30 MPH



20 MPH



15 MPH

**Driver's Perceptual Cone of Vision**

## Sharrow / Shared Lane



- No separation from vehicles
- Encourages bicyclists to take full lane
- Applicable to low speed streets (25 MPH or lower)

## Conventional Bike Lane



- Lane marking
- Increases predictability of user positioning and interaction
- Not comfortable for bicyclist on roadways with high speeds or multiple vehicle lanes

## Buffered/ Separated Bike Lane



- Greater shy distance between vehicles and bicyclists
- Buffer provides more comfort and perceived safety
- Appeals to a wider cross-section of bicycle users

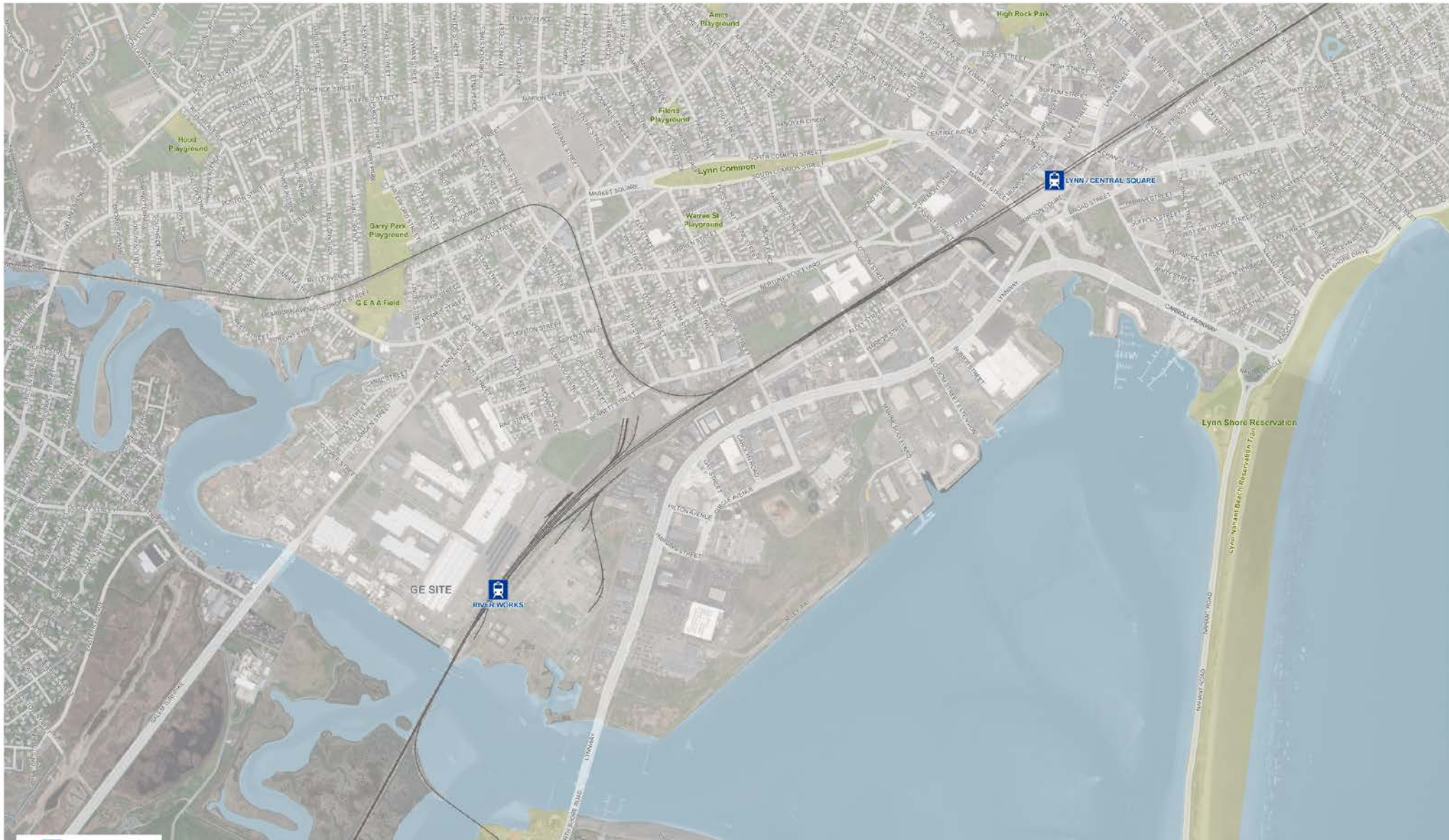
## Shared Use Path



- Used by both pedestrians and bicyclists
- Increased comfort and safety for bicyclists
- Narrow width can hinder pedestrians

Source: NACTO, Urban Bikeway Design Guide





# Draft Project Goals and Principles



**Lynn**  
**Walking**  
**and Bicycling**  
**Network Plan**

MBTA Stations  
Rail  
Parks  
City of Lynn

# Connect the Community Path

Feet  
100





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City of Lynn

# Connect to the Water





# Bring People Downtown



# Focus on Multimodal Safety



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# Balance User Needs with Context



# Prioritize the Network



# Bicycle + Pedestrian Network Hierarchy





# Dequindre Cut, Detroit



Before

<http://detroitriverfront.org/our-story/dequindre-cut-north>



Source: <http://network.thehighline.org/projects/dequindre-cut/>



After

Source: <https://knowdetroit.com/a-scenic-stretch/>



Source: <https://detroit.curbed.com/2018/5/16/17360160/dequindre-cut-freight-yard-opens-this-weekend>

# The QueensWay, Queens, NY



Existing

<https://thequeensway.org/>



Existing

<https://thequeensway.org/>



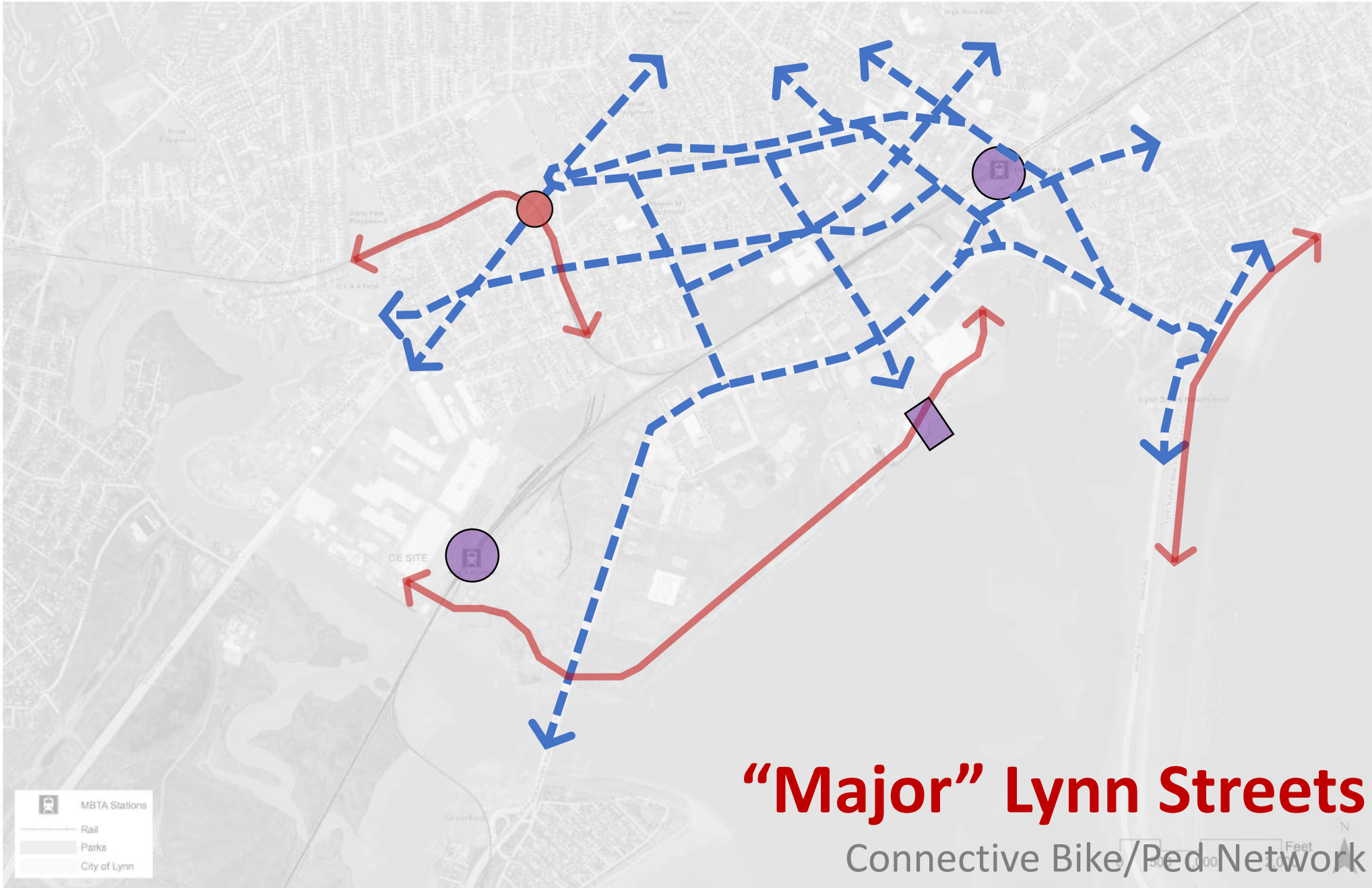
Proposed

<https://thequeensway.org/>



Proposed

<https://thequeensway.org/>



# “Major” Lynn Streets

Connective Bike/Ped Network

# Side Path / Shared Use Path

Full separation from vehicular traffic.

Appropriate for streets with speeds above 30 MPH and with medium to high traffic volume.

May not be appropriate in downtown urban core areas with high pedestrian activity/volume



Source: <http://www.walkindianapolis.org/trail.html>

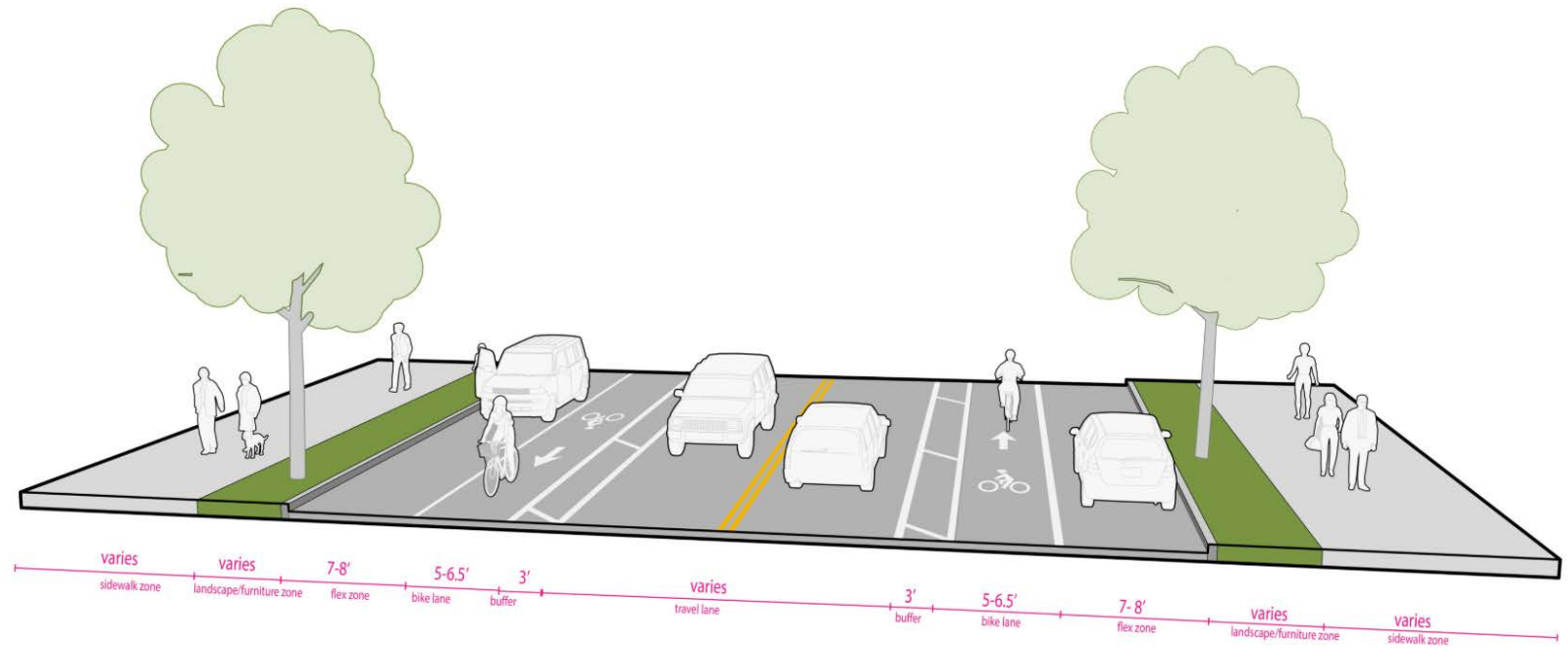


Source: MassDOT Separated Bike Lane Planning & Design Guide

# Buffered Bike Lane

Necessary for streets with speeds above 30 MPH and with medium traffic volume.

Safety issues with parked car door opening zone.



Source: Seattle Right-Of-Way Improvements Manual <http://streetsillustrated.seattle.gov/design-standards/bicycle>



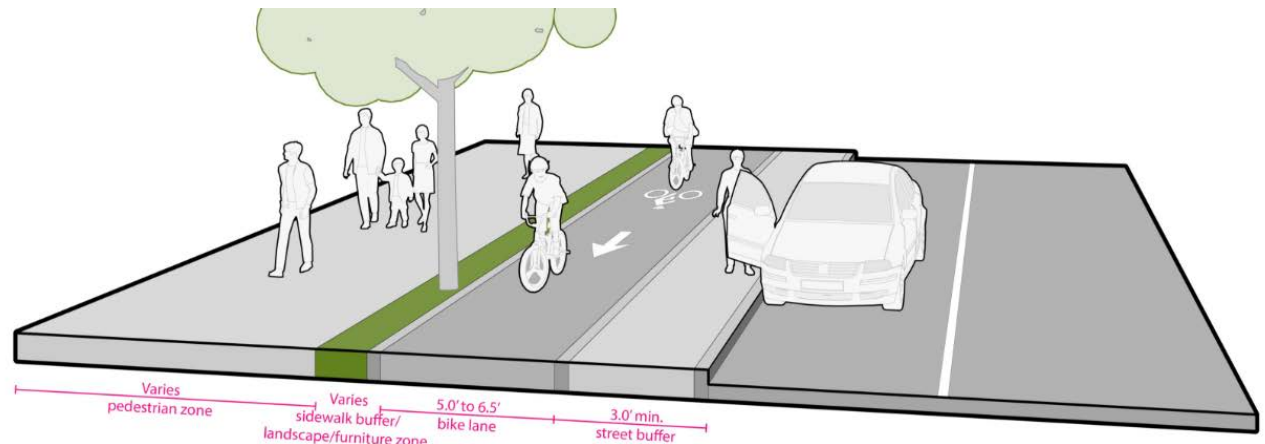
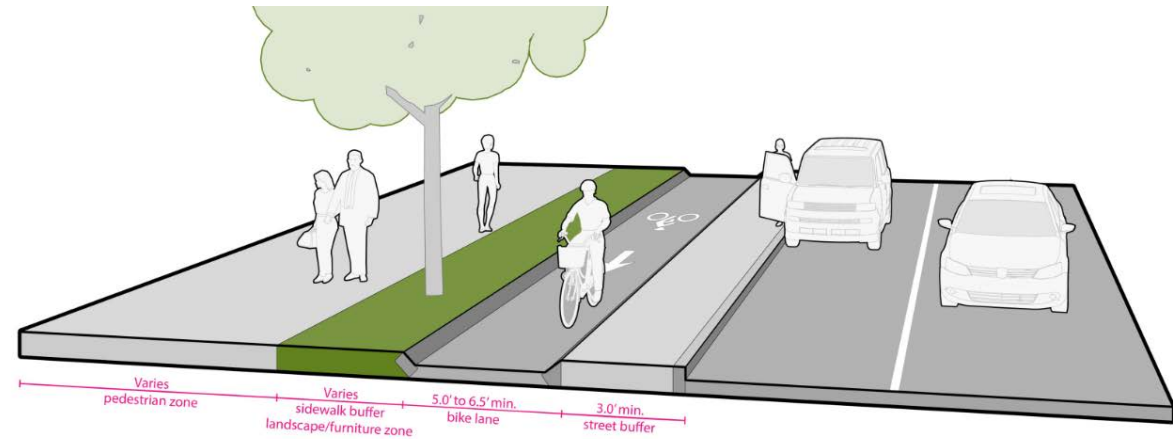
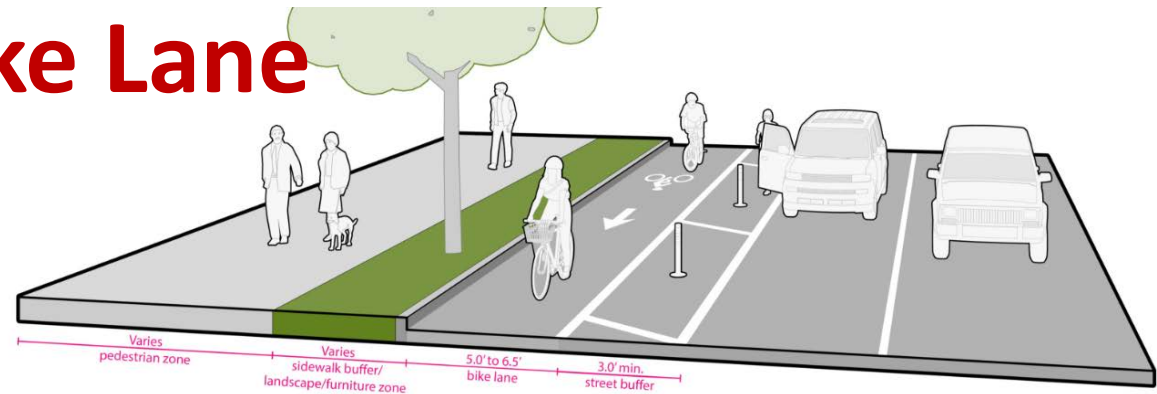
Source: <https://transportationalternatives.wordpress.com/>

# Separated/Protected Bike Lane

Necessary for streets with speeds above 30 MPH and with medium to high traffic volume.

Separation/Protection can take various forms like bollards, raised curb, landscape median, etc.

Bike Lanes can be raised to sidewalk level.



# Separated/Protected Bike Lane

## Two-Way Version

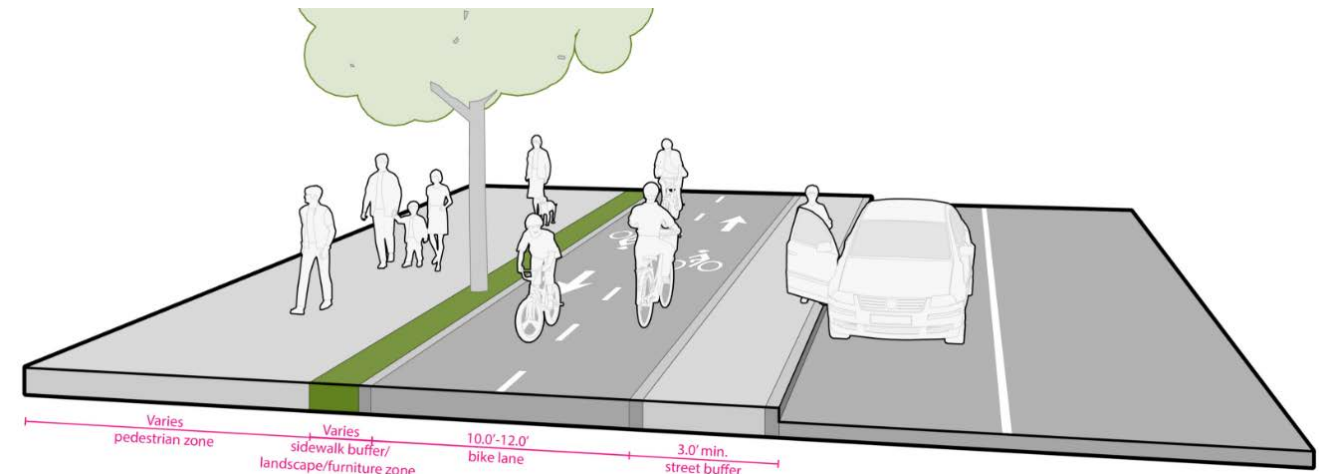
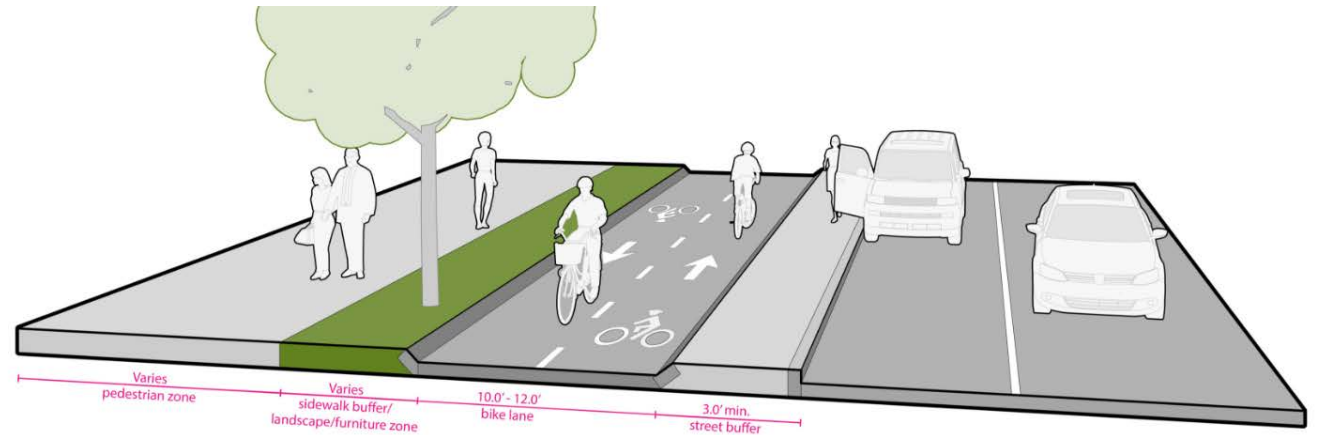
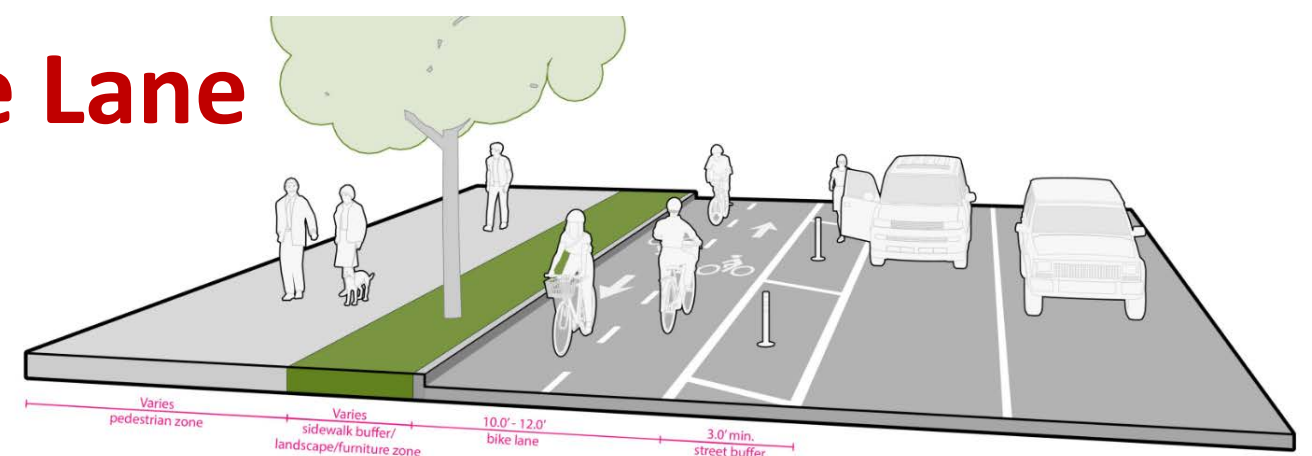
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Source: <https://peopleforbikes.org/blog/americas-10-best-new-bike-lanes-of-2015/>Rock Miller

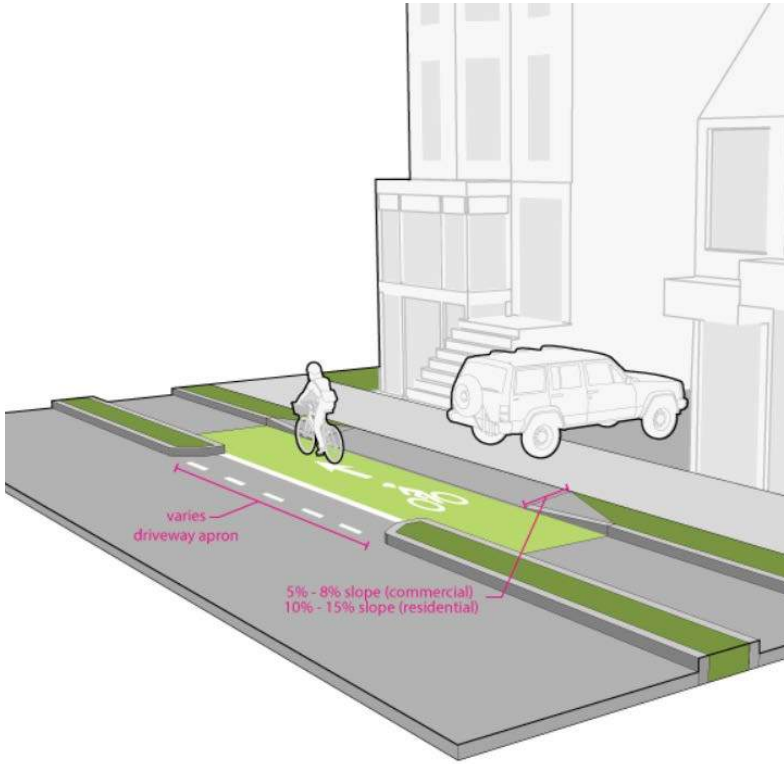


Source: Seattle Right-Of-Way Improvements Manual <http://streetsillustrated.seattle.gov/design-standards/bicycle>

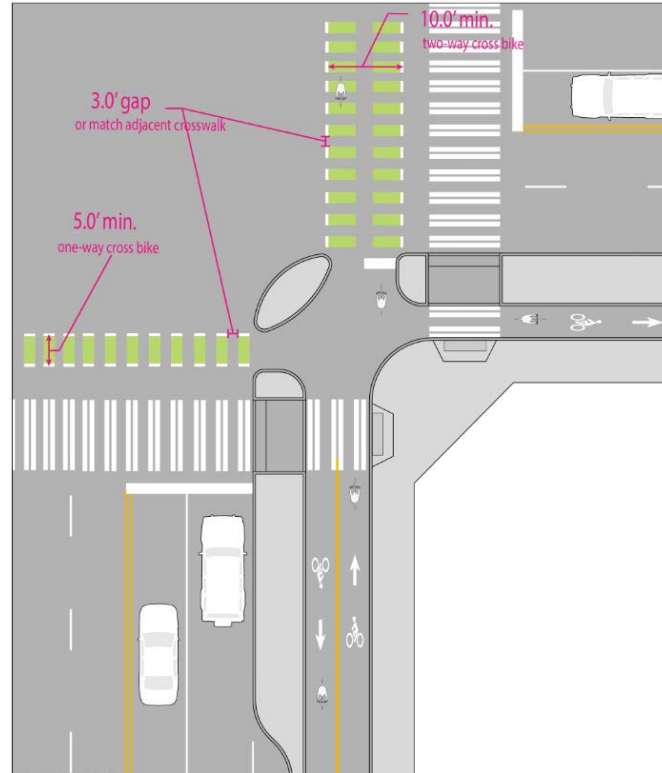


# Intersection Design

## Driveways

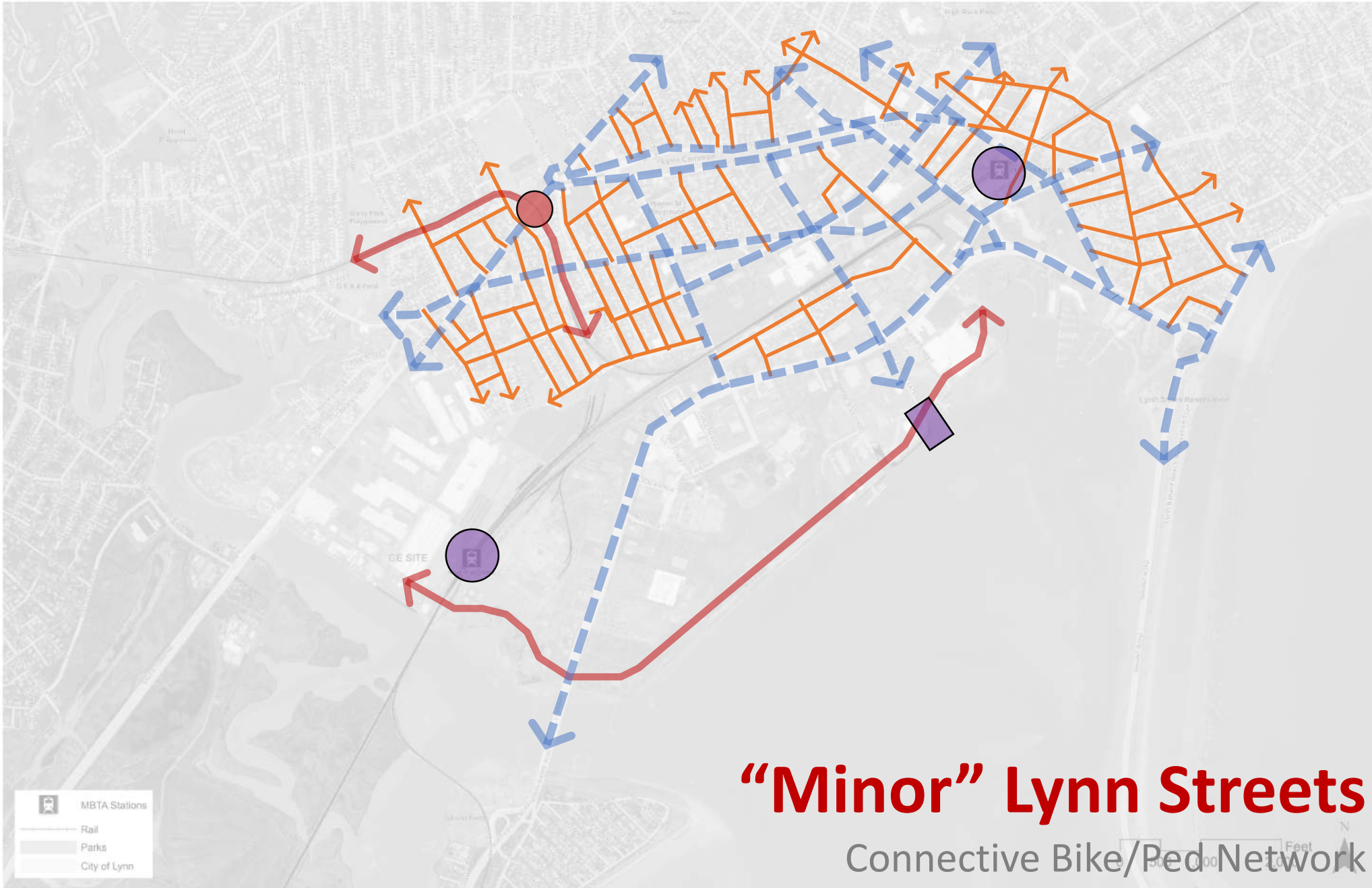


## Protected Intersection (Bump Outs)



## Mid Block Crossing





# “Minor” Lynn Streets

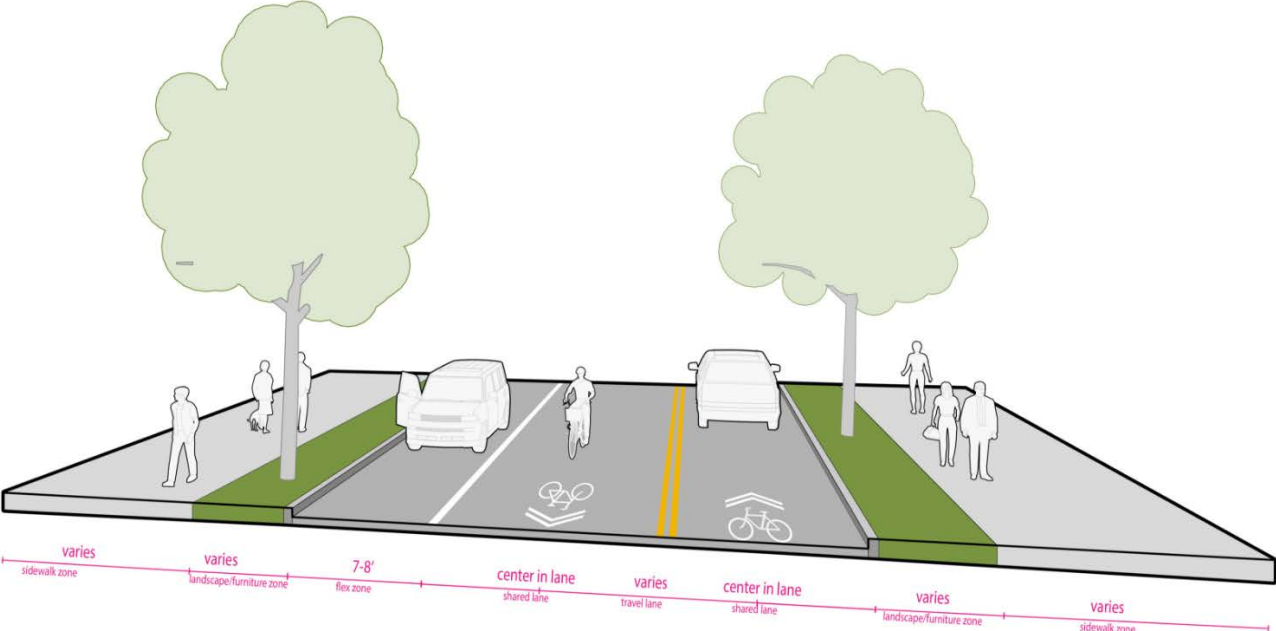
Connective Bike/Ped Network

# Shared Lane

Appropriate for streets with speeds below 25 MPH and with very low traffic volume.

Should be combined with traffic calming.

Additional signage and wayfinding maybe necessary to create a bicycle boulevard.



Source: Seattle Right-Of-Way Improvements Manual <http://streetsillustrated.seattle.gov/design-standards/bicycle>

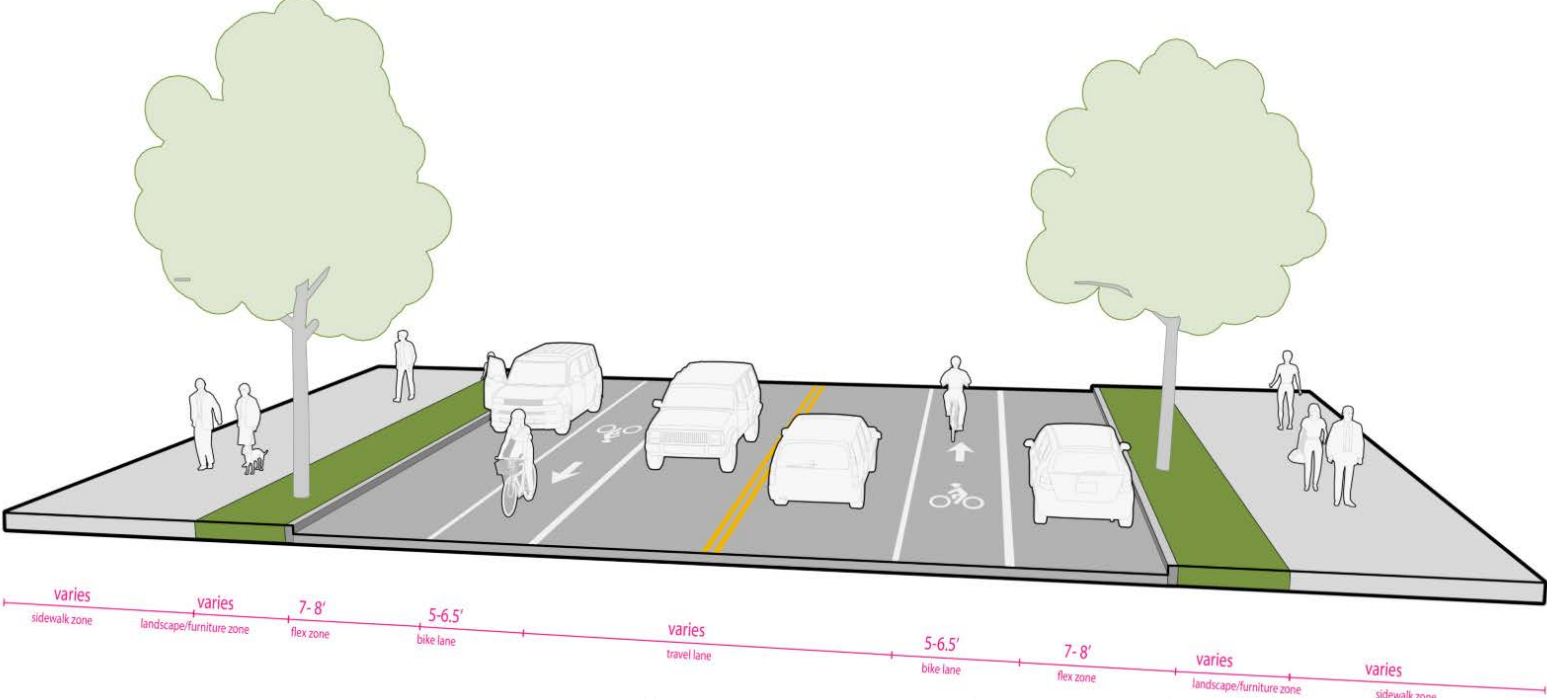


Source: <http://tompkinsweekly.com/news/2016/04/04/balancing-bikes-parking-city/>

# Standard Bike Lane

Appropriate for streets with speeds below 30 MPH and with low to medium traffic volume.

Safety issues with parked car door opening zone.



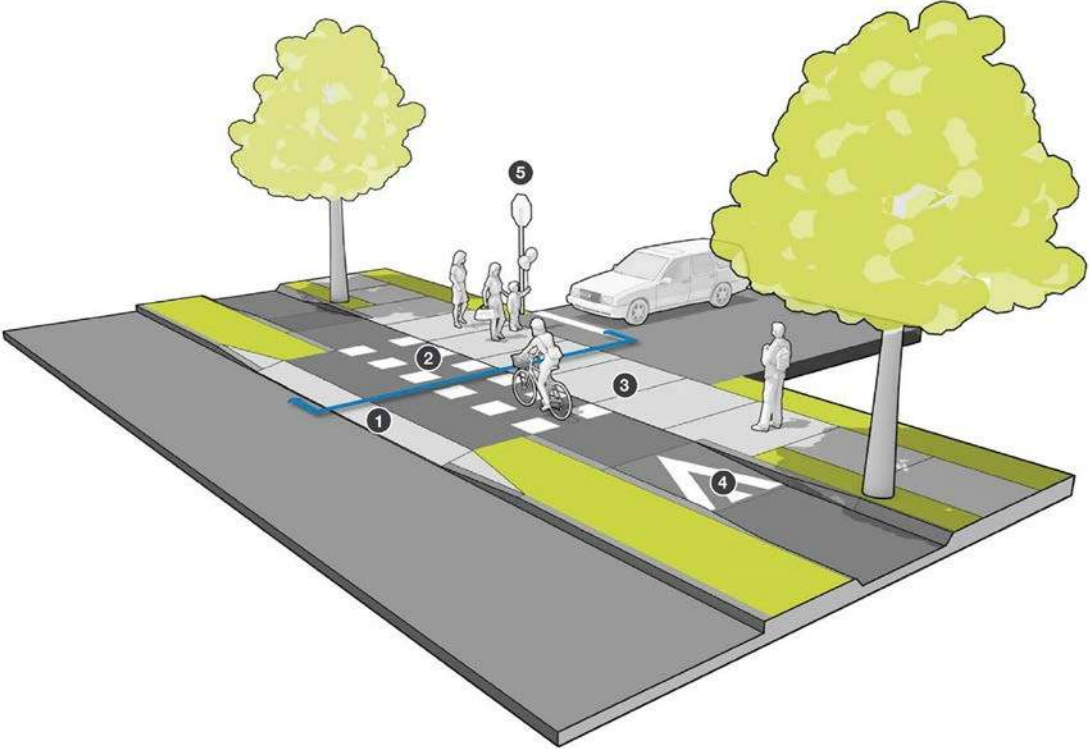
Source: Seattle Right-Of-Way Improvements Manual <http://streetsillustrated.seattle.gov/design-standards/bicycle>



Source: <http://www.northeastern.edu/peter.furth/criteria-for-level-of-traffic-stress/>

# Intersection Design

## Side Street



Source: NACTO

## Mini-Roundabout



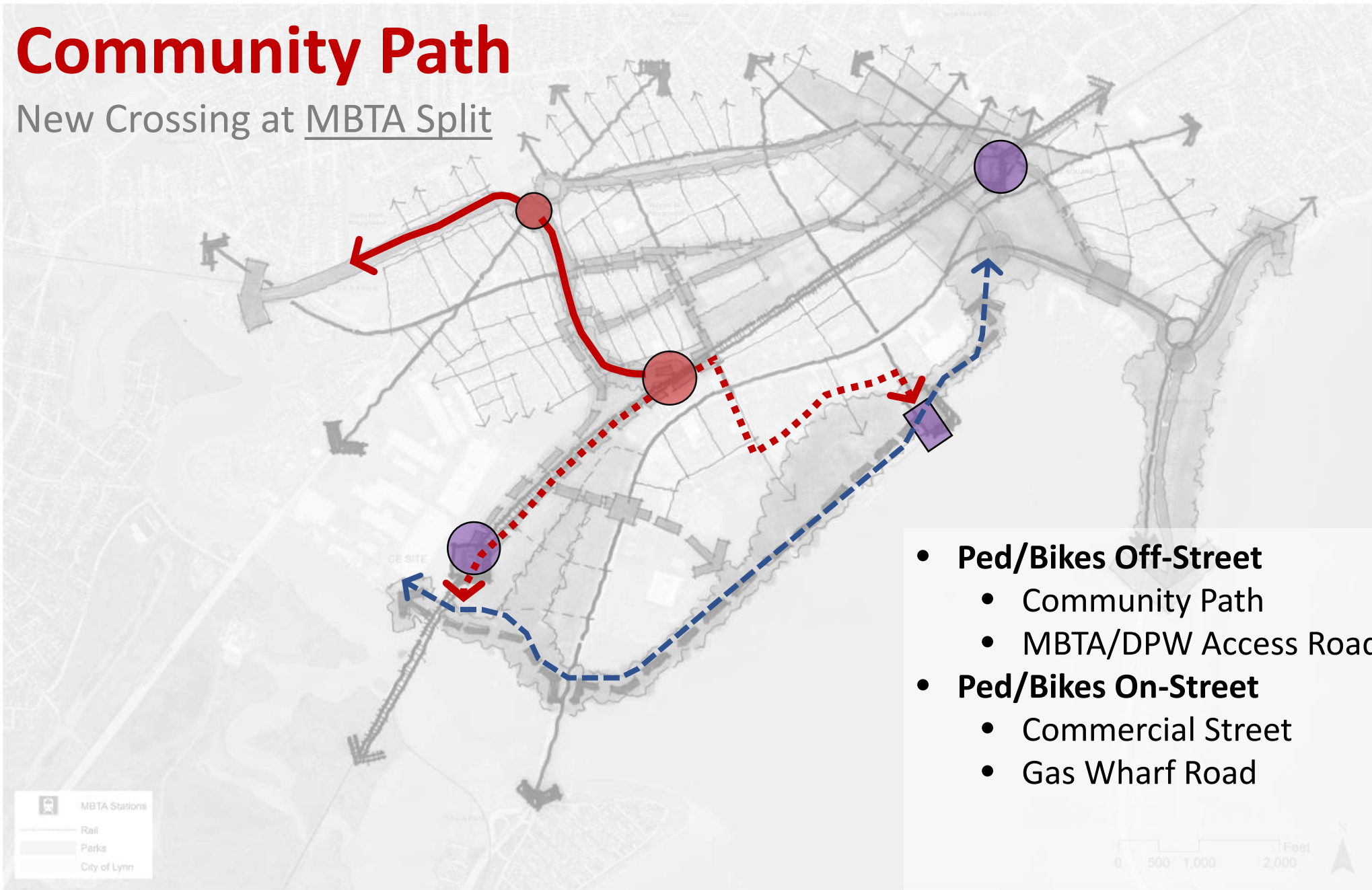
Source: FHWA Small Town and Rural Multimodal Networks



# Synthesis + Route Options

# Community Path

New Crossing at MBTA Split

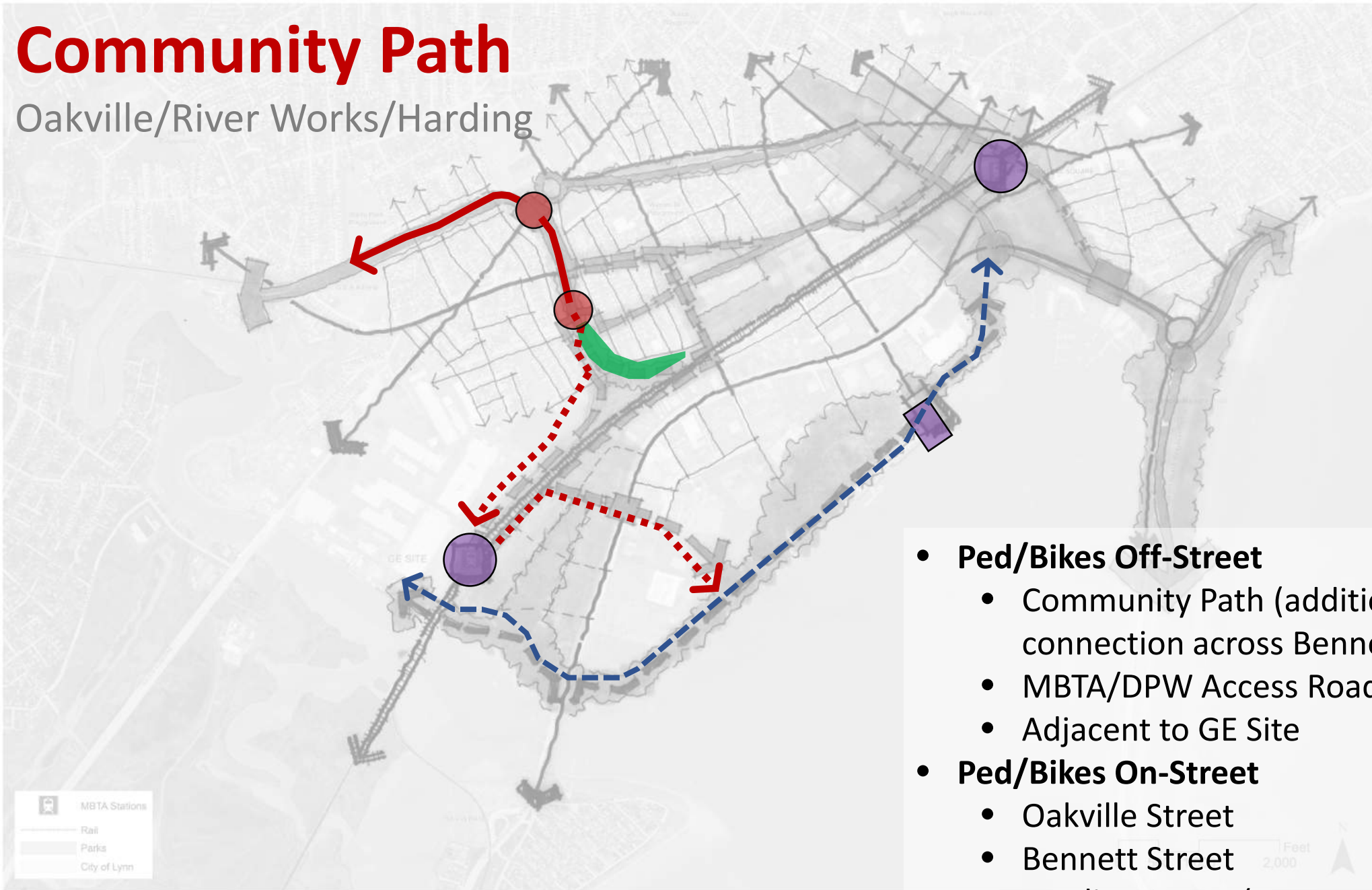






# Community Path

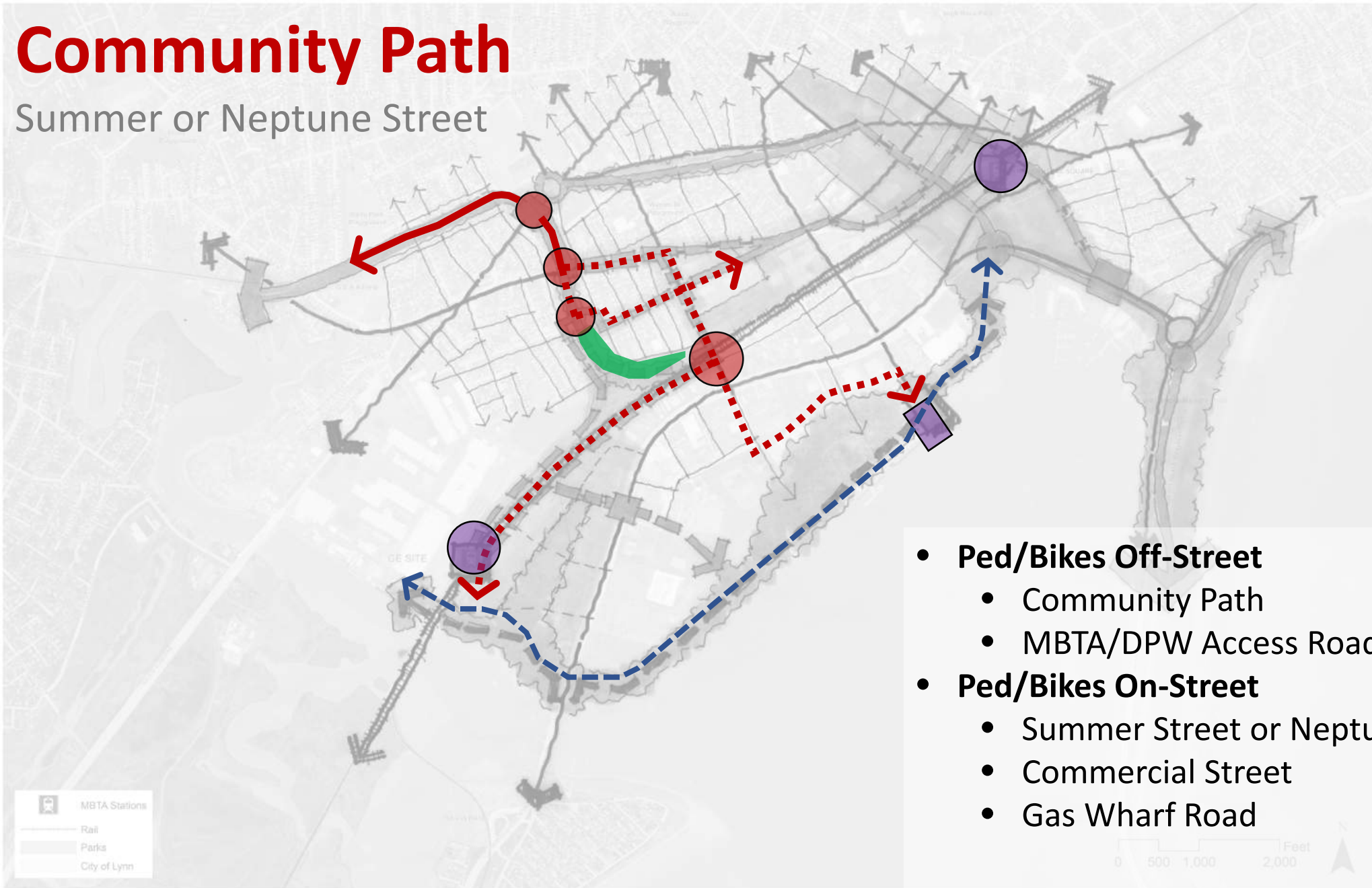
Oakville/River Works/Harding

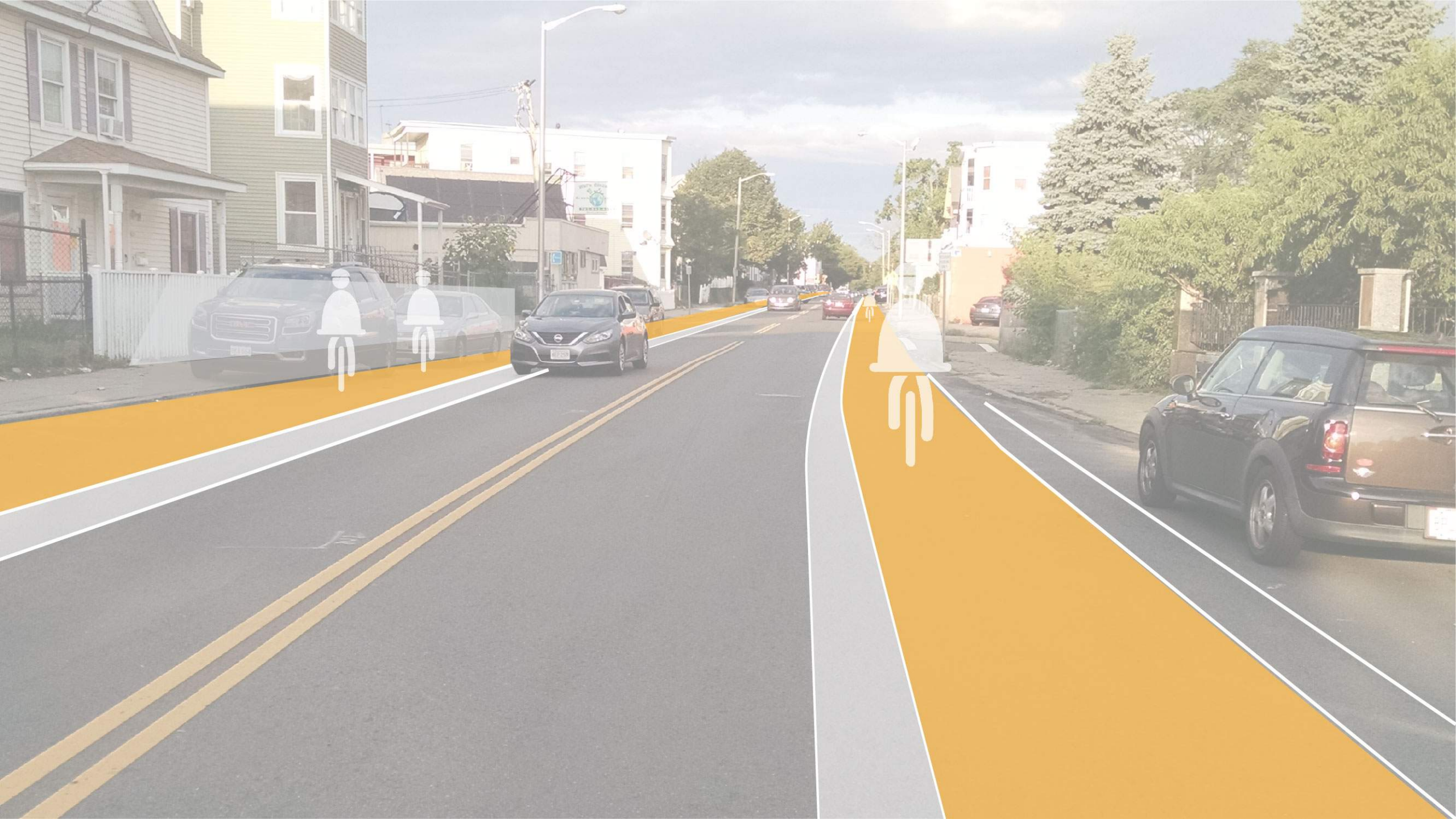


- **Ped/Bikes Off-Street**
  - Community Path (additional connection across Bennett Street)
  - MBTA/DPW Access Road
  - Adjacent to GE Site
- **Ped/Bikes On-Street**
  - Oakville Street
  - Bennett Street
  - Harding Street (New Extension)

# Community Path

Summer or Neptune Street

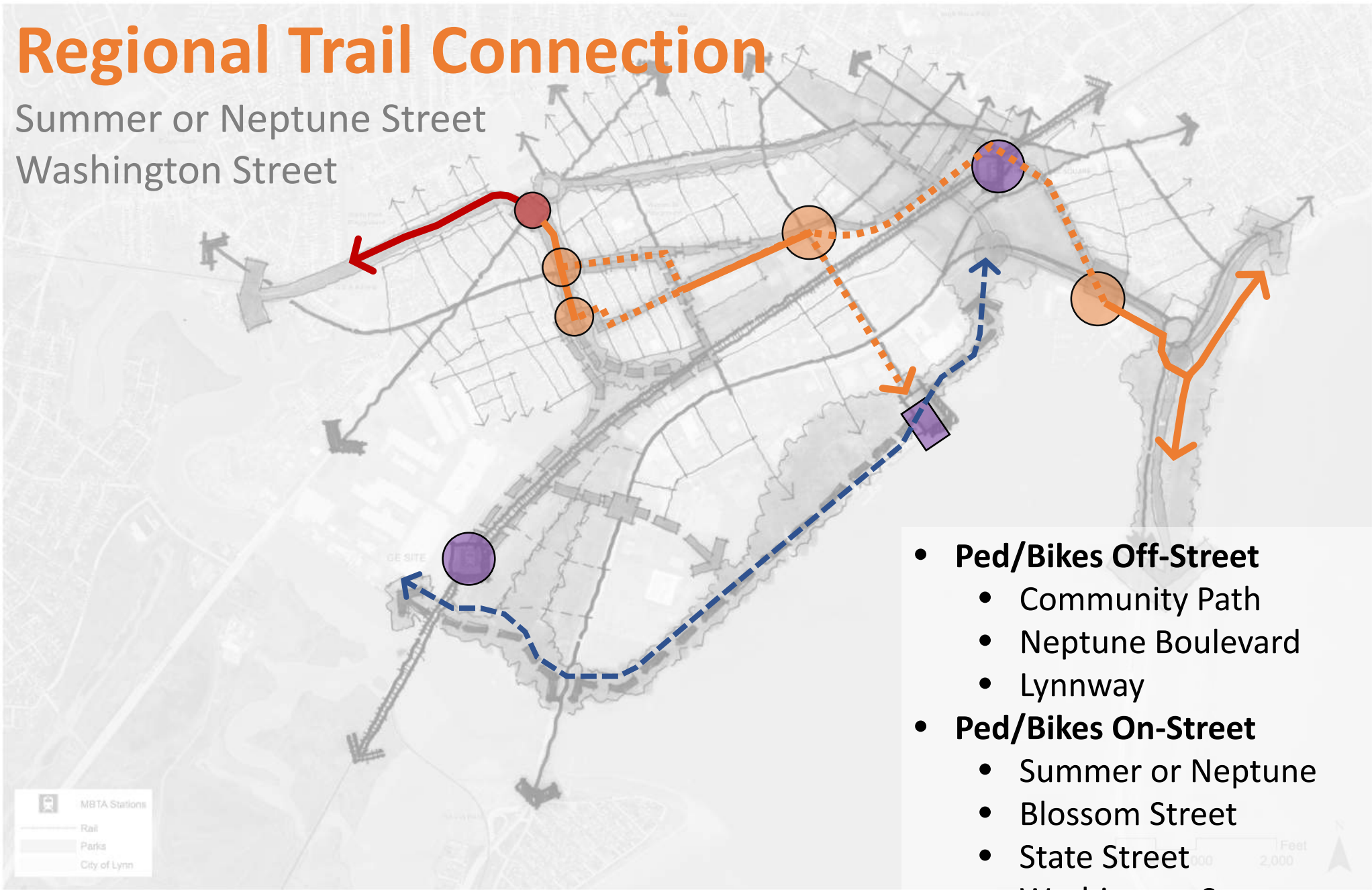






# Regional Trail Connection

Summer or Neptune Street  
Washington Street



- **Ped/Bikes Off-Street**
  - Community Path
  - Neptune Boulevard
  - Lynnway
- **Ped/Bikes On-Street**
  - Summer or Neptune
  - Blossom Street
  - State Street
  - Washington Street



KEEP  
→  
RIGHT

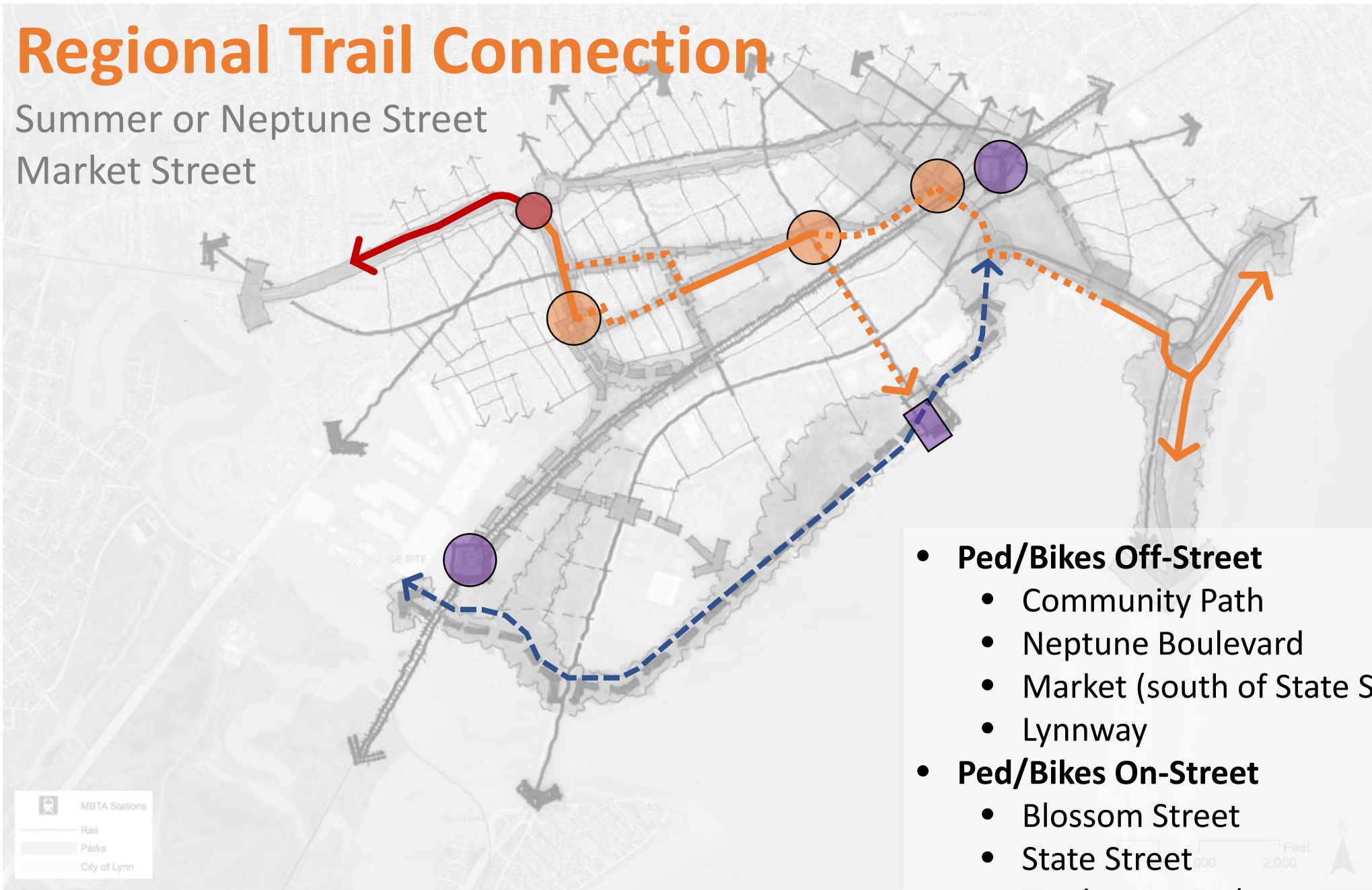
SPEED  
LIMIT  
20

SCHOOL



# Regional Trail Connection

Summer or Neptune Street  
Market Street



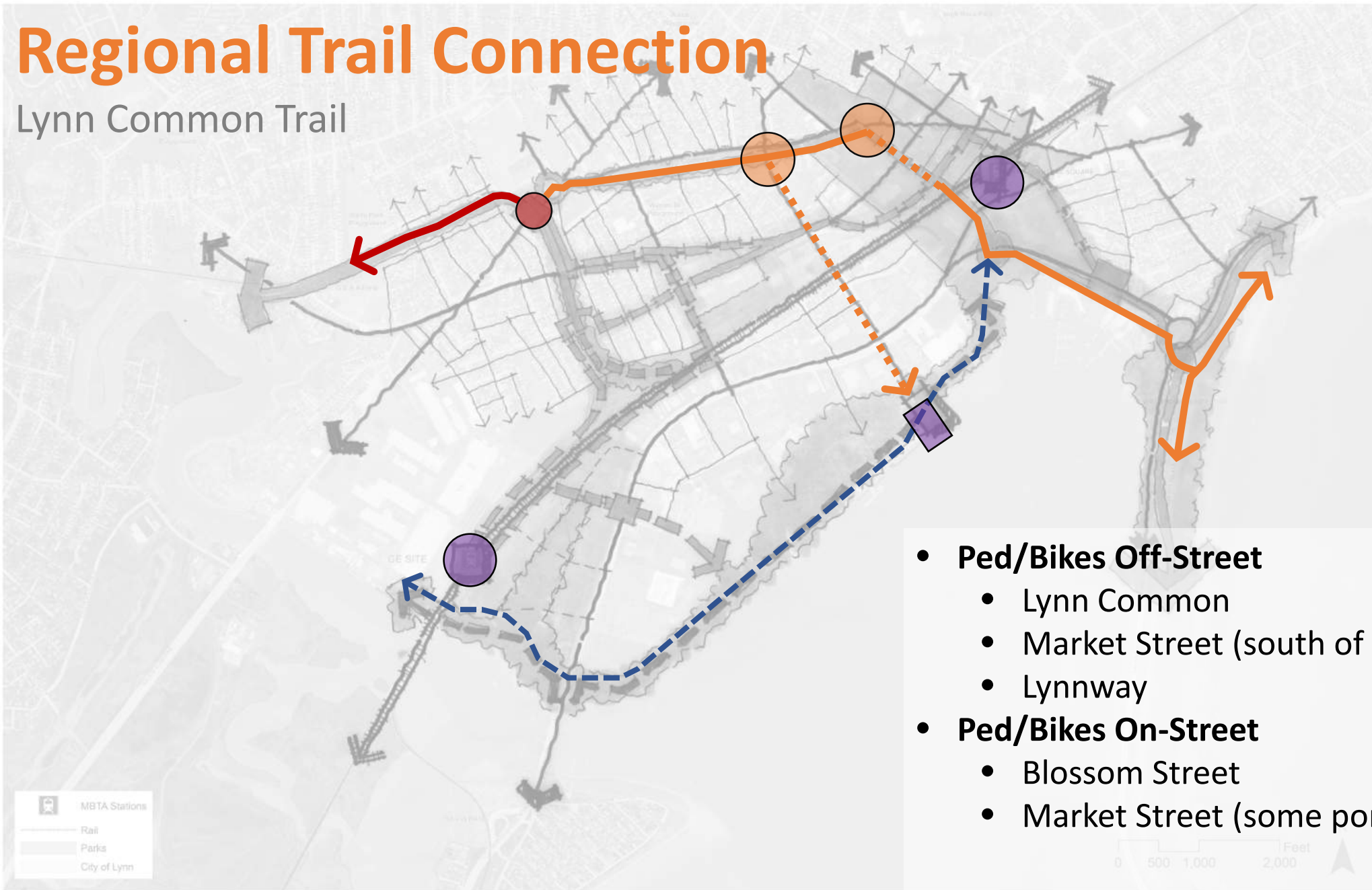
- **Ped/Bikes Off-Street**
  - Community Path
  - Neptune Boulevard
  - Market (south of State St)
  - Lynnway
- **Ped/Bikes On-Street**
  - Blossom Street
  - State Street
  - Market Street (some portions)





# Regional Trail Connection

## Lynn Common Trail









# Market Square

Lynn Common Trail



Franklin Street

Essex Street

Central Avenue

N Common Street

Market Street

S Common Street



# 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*