• Project Introduction + Background
• Workshops #1 and #2 Recap
• Route Alternatives
• Recommended Route
• Design Concepts
• Q&A and Discussion
<table>
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<th>Project Schedule</th>
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<td><strong>JULY</strong></td>
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<td>Data Gathering</td>
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<td><strong>Workshop</strong></td>
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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
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

Workshop #1 Recap
Gather feedback on alternatives and design ideas

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

Workshop #2 Goals
Facility Types

- Level of separation from auto traffic increases
- Feeling of safety and comfort increases
• **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**
Alternative #1 – Common/Lynnway
Alternative #2 – Common/Nahant
Alternative #3 – Summer/Lynnway
Alternative #4 – Summer/Nahant
Alternative #5 – Neptune/Lynnway
Alternative #6 – Neptune/Nahant
Tier 2 Criteria

- 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
## Tier 2 Criteria Evaluation

### 1. Market Square & Common/9th Street/Market 11/Market 2/9th Street/Market 11

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### 2. Path/Street/Communities/11th Avenue/11th Avenue

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### 5. Path/Street/Communities/11th Avenue/11th Avenue

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<th>41. Northern House</th>
<th>42. N. 3rd Place</th>
<th>43. N. 5th Place</th>
<th>44. N. 7th Place</th>
<th>45. N. 9th Place</th>
<th>46. N. 11th Place</th>
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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
Recommended Alternative
Market Square | Existing
Market Square | Near-Term
Market Square | Long-Term
Common Street | Existing
Common Street | Proposed
Market Street (Tremont to State)
Market Street | Existing
Market Street | Proposed
Market Street (State to Lynnway)
Market Street | Existing
Lynnway (Carroll Parkway)
Lynnway | Proposed
Nahant Road Crossing (Typical Hybrid Beacon)
Typical Intersections + Driveways
Western Avenue Gateway
Raised Intersection with Signalized Crossing + Wayfinding Signs

MBTA Railbed | Proposed
Bicycle + Pedestrian Shared Use Path
Trees, Native Plantings, Connections to Common and Summer

MBTA Railbed | Proposed
MBTA Railbed | Proposed

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

MBTA Railbed | Proposed
Pedestrian Park
Community Gardens, Other
Programmed Spaces

MBTA Railbed | Proposed
Additional Recommendations
Typical Local Street
Typical Local Street | Sidewalk
Typical Local Street | Sharrow

LOW VOLUME
LOW SPEED
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*