Lynn Safe Streets Projects

FY24 SS4A Implementation Grant Proposal Narrative
City of Lynn, MA

Contents

I. Overview

A. About Lynn

Lynn is a vibrant, growing city of over 100,000 people on Massachusetts' North Shore. The city was founded in the first half of the 17th century and quickly became a center for innovation and industrial production, first specializing in the manufacture of shoes. General Electric (GE) has called Lynn home since the merger of the Lynn-based Thomas-Houston Company with the Edison General Electric; GE continues to employ over 2,500 people at its Lynn River Works facility. The City suffered economically during the post-industrial period taking place the last half of the 20th century as the manufacturing sector first relocated south, followed by a move offshore. The City has struggled to regain its economic footing since the post-industrial transformation, however it is working diligently to diversify its economy and build on its history of a place of innovation and attract new investment in life science, clean tech, and other science-based sectors.

Lynn is experiencing a strong growth trend nearly returning to its peak population reached in 1930. With that growth the city is becoming increasingly diverse community; more than one out of three Lynn residents were born in a foreign country, with over 60% of the population identifying as non-white, and nearly half of all residents identifying as Latino. The city has a walkable downtown a range of residential, commercial and institutional land uses, and features a vibrant arts and cultural district. The city boasts rich natural assets including a waterfront and a 2,200-acre municipal forest. Lynn is well connected to nearby Boston and the broader region by transit and by the regional off-street trail network and is working to improve safe and accessible transit and non-motorized modes across the transportation network. Transformative change is anticipated in Lynn in the coming years through investments in the regional rail and bus networks, renewed focus on transit-oriented development, creation of new affordable housing opportunities, and a reimagination of the formerly industrial waterfront. The City is committed to realizing this change in a way that supports an inclusive community, equitable outcomes, and places that put people first (see Vision Lynn Comprehensive Plan, 2023).

B. Lynn's Transportation Safety Challenges

Transportation safety in Lynn today is both a present threat to the health and well-being of the city's residents and an obstacle to achieving long-term goals. In the most recent 5-year period (2019-2023), 17 fatal crashes and 194 serious injury crashes (together known as "FSI crashes") occurred on Lynn's streets. Six of these crashes killed pedestrians and five killed motorcyclists. Vulnerable road users (VRUs), including people walking, biking, and riding motorcycles, were involved in nearly half of all serious injury crashes. The 2023 Massachusetts Vulnerable User Safety Assessment (MA VRU Safety Assessment), which focuses on pedestrians and bicyclists, found Lynn to be the eighth-highest VRU risk community in Massachusetts. Lynn's streets include a number of statewide Top Crash Locations as defined by MassDOT, including:

- 7 intersections in the Top 200 Crash Clusters statewide (2018 – 2020)
- 47 intersections in the Top 5% of Intersection Crash Clusters within the MPO (2018 – 2020)
- 13 of the Top 5% Pedestrian Crash Clusters within the MPO (2011 – 2020)
- 3 of the Top 5% Bicycle Crash Clusters within the MPO (2011 – 2020)

Negative transportation safety outcomes in Lynn can be connected to high-risk street design and operational conditions present throughout the network. Many arterial and collector streets in Lynn have

excessively wide vehicle lanes, inviting high speeds that lead to more and more severe crashes. Skewed or offset intersection geometries and on-street parking at corners create poor sightlines that contribute to high frequencies of angle crashes. Outdated and inconsistent signal infrastructure creates confusion at signalized intersections, particularly for pedestrians. Some busy commercial and transit corridors with destinations on both sides offer limited safe and convenient pedestrian crossings. The City owns and manages the majority of roadways within the jurisdiction, with the exceptions of Western Avenue (MA-107), portions of Lynnfield Street (MA-129) and the Lynnway (MA-1A).

These underlying risks are compounded by widespread social vulnerability in Lynn. Most U.S. Census Block Groups in Lynn are classified as Massachusetts Environmental Justice (EJ) Communities, a designation given to block groups that meet at least one of the following criteria:

- **Income (27% of Lynn population):** The annual median household income is 65% or less of the statewide annual median household income.
- **Race and Ethnicity (96% of Lynn population):** Racial and ethnic minorities make up 40% or more of the population, or make up 25% or more of the population and the annual median household income of the municipality does not exceed 150% of the statewide annual median household income; 96% of Lynn's population lives in a block group that meets this criteria
- **Limited English-speaking Proficiency (32% of Lynn population):** 25% or more of households identify as speaking English less than "very well."

In addition, one in five households in Lynn does not have access to a vehicle. Because of historic and ongoing discrimination and disinvestment, higher rates of transit and active transportation dependence, and other compounding vulnerabilities, people who live in communities with these demographic characteristics are at greater risk of serious and fatal vulnerable road user crashes. Between 2016 and 2020, Black (non-Hispanic) people in Massachusetts experienced non-fatal pedestrian injuries at nearly three times the rate of white (non-Hispanic) people, and Hispanic people experienced these injuries at nearly two times the rate (2023 Massachusetts Strategic Highway Safety Plan, or MA SHSP, p. 11). Additionally, an analysis of statewide pedestrian and bicycle crash clusters showed that 82% of pedestrian clusters and 64% of bicycle clusters were located within block groups that rank in the top percentile regionally for the EJ Community criteria (MA VRU Safety Assessment p. 15). As defined by the Justice40 initiative, four-fifths of Lynn residents live in census tracts that face cumulative burdens from underinvestment in transportation (referred to throughout as "underserved communities").[1]

C. Recent and Ongoing Transportation Safety Work

On March 26, 2024, the Lynn City Council passed a Vision Zero resolution declaring that traffic fatalities and serious injuries are unacceptable, acknowledging the connection between street design and safety outcomes, and committing the City to working towards zero deaths and serious injuries on local streets by 2040. The Lynn Safety Action Plan, created in collaboration with a task force of city staff, represents an

[1] The American Community Survey data on which the ETC Explorer is based have often produced inaccurate population totals in Lynn. While the ETC Explorer figures were used to calculate the share of the jurisdiction and the project area populations that live in underserved census tracts, this application cites the 2020 Decennial Census for the total jurisdiction population (101,253). The total population from the 2020 Decennial Census was used to calculate the Total Average Annual Fatality Rate.

integrated cross-departmental roadmap to implementing the Safe System Approach in Lynn and achieving this goal.

The City and its partners have jump started this work in recent years with projects and initiatives to advance transportation safety (see Lynn Safety Action Plan p. 9-11 and p. 32-34):

- **Complete Streets Policy:** The City passed a Complete Streets Policy in 2015, mandating that all public streets be designed to safely accommodate all roadway users. The City seeks state and federal funding to implement roadway safety investments consistent with this policy.
- **Lynn Transit Action Plan**: Completed in 2020, the Lynn Transit Action Plan identified strategies for providing faster, more reliable transit service in Lynn to make it easier for Lynn residents to travel by public transit and to better connect Lynn with the regional economy. Under recommendations to improve access to transit and enhance the customer experience, the Transit Action Plan recommended investing in safer infrastructure for walking and biking to facilitate shifting short trips from driving to active modes.
- **Lynn Safe Streets for People Playbook:** In partnership with MassDOT, the City identified a network of Priority Corridors for short-term multimodal safety enhancements in 2022. The Playbook initiative also included an outreach campaign in collaboration with a community-based organization (see Lynn Safety Action Plan p. 16-20).
- **Priority Corridors Implementation:** MassDOT and the City are working together to implement short-term street design changes to the eight Priority Corridors identified through the Playbook initiative. The project, for which MassDOT has allocated $7.7M, is currently in preliminary design and programmed for implementation in 2026.
- **Lynnway Multimodal Corridor Project:** In 2022, MassDOT and the Massachusetts Bay Transportation Authority (MBTA) received a $20M RAISE grant to transform the multilane arterial Lynnway into a corridor that supports all modes of transportation, with an emphasis on reliable bus service. Today, the Lynnway is a barrier that cuts off the city from the waterfront and poses unsafe conditions to pedestrians accessing bus service to and from Boston. The Lynnway is on the city's High-Injury Network, and 2 pedestrians were killed within the project extents between 2019 and 2023.
- **Northern Strand Extension Project:** This project will extend the Northern Strand Trail an additional two miles on-street from its current terminus in West Lynn through downtown to Nahant Beach. The entire alignment of this extension is on Lynn's High-Injury Network and stands to benefit from multimodal safety investments, which will begin construction in 2024.

D. The Role of Proposed SS4A Grant Projects

Beyond discrete projects at high-crash and high-risk corridors and intersections, achieving Lynn's Vision Zero goal will require sustained action to transform the design of the street network. Our intention is to focus an SS4A grant on implementing low-cost street design changes throughout the High-Injury Network to address systemic crash risks and generate a culture shift towards safer road user behavior with self-enforcing roadway design. These systemic changes will be supported by more targeted investments in high-crash intersections and community engagement to connect built investments to larger public safety and quality of life goals.

II. Location

A. Lynn's High-Injury Network

The High-Injury Network is a subset of Lynn's street network where targeted safety projects and strategies have the greatest potential to reduce serious injuries and fatalities. It was created based primarily on risk-based datasets developed by MassDOT capturing the risk for VRU crashes and speeding/aggressive driving-related crashes in Lynn (see Safety Impact). The Lynn Safety Action Plan also analyzed high-crash intersections separately to capture crash hotspots outside of the High-Injury Network and single out intersections with high rates of severe crashes for more specific attention. Many of these streets and intersections are already programmed for safety investments through ongoing projects and initiatives. Corridors and intersections shown in red in Figure 1 will be targeted for safety investments through this grant. Out of 17 miles of High-Injury Network corridors programmed for systemic safety investments through the Lynn Safe Streets Projects, 16 miles (94%) are located in underserved communities.

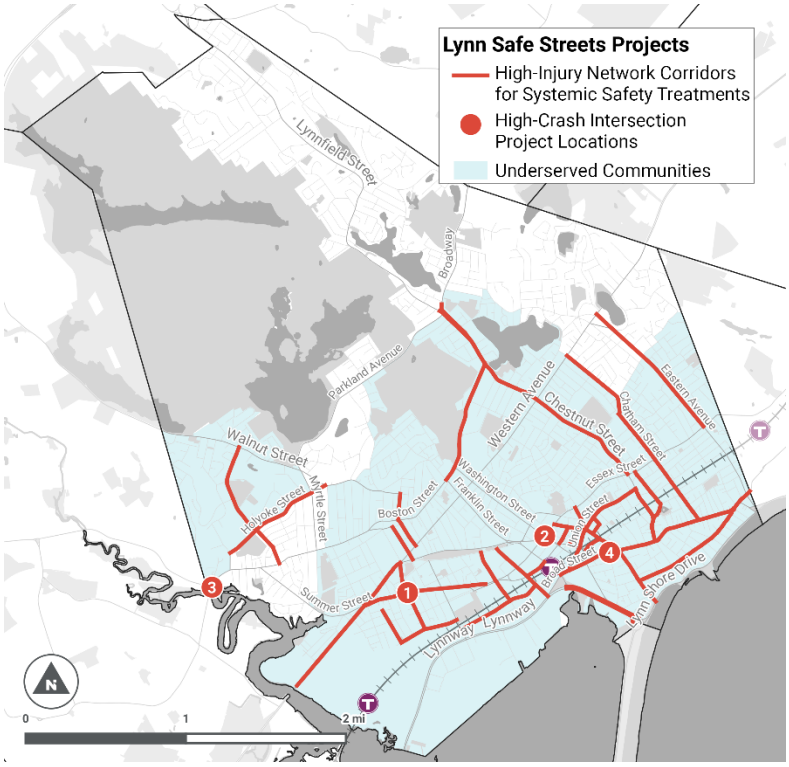

Figure 1 Lynn Safe Streets Projects locations with underserved census tracts (ETC Explorer National Results); full-size map available in supporting documents

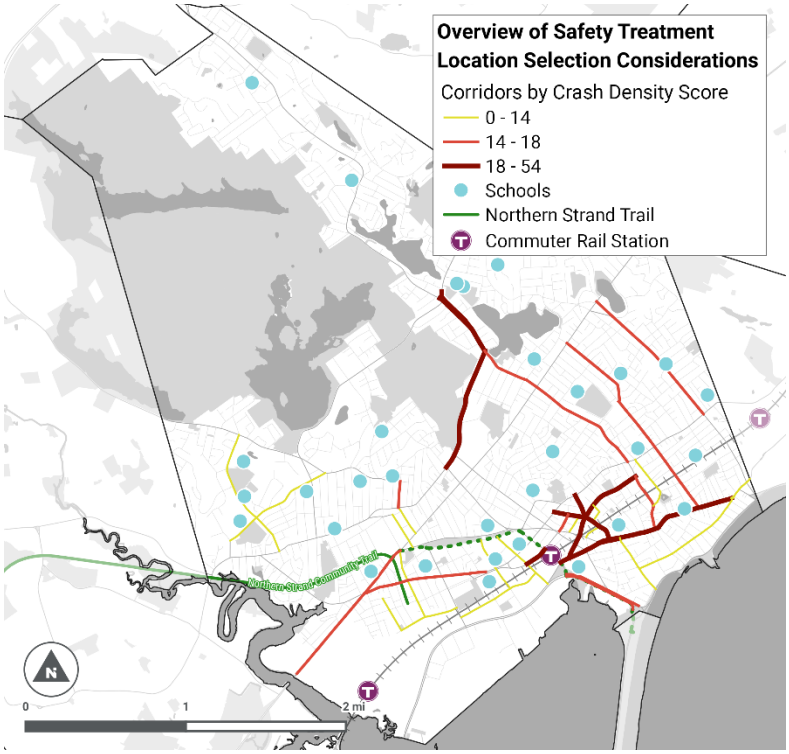

Figure 2 Systemic Safety Treatment corridors categorized by crash history score, with Lynn schools, commuter rail stops, and the Northern Strand Trail; full-size map available in supporting documents

B. Systemic Safety Treatment Locations

To determine specific locations for low-cost, systemic safety treatments, the City will consider the following factors:

- **Crash history:** While the entire High-Injury Network is

high-risk for severe crashes according to MassDOT risk-based analysis, we will focus action first in places where severe crashes have happened in the past. Figure 2 shows candidate corridors for systemic treatments ranked by the frequency and severity of crashes that occurred along them from 2018 – 2022 (see Lynn Safety Action Plan Appendix B for methodology).

- **Contextual suitability:** We will consider contextual factors that make treatments more effective in one place or another, like roadway functional class, traffic volume, speed limit, presence of transit, etc. Our evaluation will be based on best practice guidance from FHWA, MassDOT, and others. This will also include a closer look at crash history at the corridor level to identify actionable crash patterns at this scale and match treatments to the crash types which they can target most effectively.
- **Community input:** The grant budget includes funding for community engagement, part of which we will use to understand transportation safety concerns on and around High-Injury Network corridors. Community concerns may surface risks that are not captured by analysis and will be a useful input into decision making about treatments at the corridor level.
- **Proximity to key destinations:** High-Injury Network corridors and intersections near destinations that generate activity among vulnerable road users will be a priority. This includes schools, senior centers, grocery stores, parks, high-frequency bus stops, the commuter rail, and the Northern Strand Trail/Lynn Community Path.
- **Alignment with maintenance and capital planning:** An implementation plan for systemic treatments will be developed in collaboration with Lynn's Planning, Public Works, Inspectional Services and Community Development departments to integrate their implementation with all other infrastructure projects in the City. This will ensure that high-risk locations between project extents do not fall through the cracks and construction is coordinated with planned pavement and sidewalk maintenance.

C. High-Crash Intersection Locations

The following intersections were selected based on their history of frequent severe crashes and their signal infrastructure upgrade needs. The history of severe crashes indicates that a more tailored approach to selecting systemic safety treatments is warranted in these locations. Signal infrastructure upgrades will bring these locations up to compliance with best practices in signalized intersection operations, address pedestrian accessibility issues, and allow for the application of a greater range of systemic safety treatments. All four intersections are located in underserved communities. These locations (with numbers corresponding with Figure 1) are:

1. Summer Street and South Street
2. Liberty Street and Washington Street
3. Boston Street and Hamilton Street
4. Broad Street and Silsbee Street/Newhall Street

Location 3 is not currently signalized, though a signal is warranted based on crash history and potentially traffic volumes as well. As part of implementation, we will conduct an RSA at Boston Street and Hamilton Street to develop conceptual alternatives for safer design and operations, which may include the installation of a new signal.

III. Response to Selection Criteria

A. Safety Impact

The Safety Problem

The Lynn Safety Action Plan analyzed crash trends during the 2018-2022 period. The following patterns informed the development of the High-Injury Network (see plan Appendix B) and focused the selection of projects and strategies for near-term implementation through SS4A.

VRU Crash Severity. During the study period, 57% of fatal crashes and 48% of serious injury crashes involved a VRU, though VRUs were only involved in 9% of crashes overall. This pattern was especially pronounced for pedestrian crashes. Pedestrians were involved in 5% of all crashes and 30% of FSI crashes. Creating a safer environment for people walking, rolling, biking, and riding mopeds or motorcycles is critical to reducing fatal and serious injury crashes in Lynn. The prevalence of VRU fatal and serious injury crashes focused the systemic treatments in this grant on those that slow motor vehicle speeds and reduce serious conflicts for VRUs, and pedestrians in particular.

Common FSI Crash Types. Angle crashes, sometimes known as "t-bone" crashes, were the most common crash type for motor vehicle and motorcyclist crashes during this period (34%). This crash type also accounted for the greatest share of fatal and serious injury crashes for these modes (37%). The most common vehicle action before pedestrian and bike collisions was "travelling straight ahead" (60%) followed by "turning left" (17%). These patterns further focused short-term action on projects and strategies that are proven to enhance visibility at intersections, slow motorist turns, reduce overall speeds, and improve yielding to pedestrians.

VRU and FSI Crashes in the Dark. Relative to all crashes, VRU crashes and FSI crashes occurred more frequently in the dark hours. VRU crashes were most frequent between 3pm and 6pm (26% compared to 20% overall), one of the two busiest travel periods of the day and a time that is also dusk or dark for a large part of the year in Lynn. VRU crashes were also elevated from 6pm to 9pm (21% compared to 16% overall). FSI crashes for all modes occurred most frequently from 6pm to 9pm (22% compared to 16% overall) and 9pm to 12am (19% compared to 12% overall). This finding drove the inclusion of systemic lighting enhancements and certain driver awareness treatments that are effective in dark conditions.

Table 1 summarizes trends that informed the selection of safety treatments at specific intersection locations.

Table 1 Crash trends at selected intersections (numbers corresponding with Figure 1)

Intersection	High-Crash Mode(s)	High-Risk Network(s)	High-Level Trends
1 – Summer Street and South Street	Motor vehicle, Pedestrian	Pedestrian-related	Angle crashes overrepresented relative to intersections citywide. Fifty-six crashes occurred here during the study period, including 2 involving VRUs and 1 causing a serious injury.
2 – Liberty Street and Washington Street	Pedestrian	Pedestrian-related, bicyclist-related	Crashes in which a vehicle was turning left overrepresented relative to intersections citywide. Thirty-four crashes, 12 involving a VRU and 3

Intersection	High-Crash Mode(s)	High-Risk Network(s)	High-Level Trends
			causing serious injuries, occurred here during the study period.
3 – Boston Street and Hamilton Street	Motor vehicle	Pedestrian-related	Angle crashes and crashes in which a vehicle was turning left overrepresented relative to intersections citywide. Thirty-seven crashes, 4 involving a VRU and 3 causing serious injuries, occurred here during the study period.
4 – Broad Street and Silsbee Street/Newhall Street	Motor vehicle, Pedestrian, Bike	Pedestrian-related, bicyclist-related	Angle crashes overrepresented relative to intersections citywide. Thirty-eight crashes, 6 involving a VRU and 3 causing serious injuries, occurred here during the study period.

Safety Impact Assessment

Table 2 summarizes the proposed systemic safety treatments. These treatments were chosen for their proven effectiveness in addressing Lynn's safety problems. The Lynn Safety Action Plan (Systemic Safety Treatments, p. 35-42) contextualizes each of these treatments based on their alignment with the Safe System Approach using the Safe System Roadway Design Hierarchy. In light of the historic crash patterns described above, the City has honed in on treatments that deliver the following safety benefits:

- Traffic calming
- Pedestrian crossing enhancement
- Intersection conflict mitigation
- Night-time visibility

These treatments were also chosen for their suitability for systemic implementation over a wide area. In general, we prioritized low-cost treatments with basic design needs and few implementation constraints or trade-offs. Locations for each treatment throughout the High-Injury Network will be chosen as described in section 2B. The City will collect data to evaluate the effectiveness of each of these solutions over time (see Lynn Safety Action Plan p. 47-48, Strategies for Data Collection and Monitoring).

Table 2 Summary of projects and their safety impacts

Safety Treatment	Locations	Cost per Location	Safety Impact
Raised crosswalks	20 locations throughout the High-Injury Network	$60,000	Traffic calming, pedestrian crossing enhancement
Speed humps	75 locations throughout and around the High-Injury Network	$9,800	Traffic calming
Mid-block crosswalks	10 locations throughout the High-Injury Network	$22,300	Pedestrian crossing enhancement

Safety Treatment	Locations	Cost per Location	Safety Impact
Daylighting/clear corners	70 corners throughout the High-Injury Network	$1,000 - $6,000	Pedestrian crossing enhancement, intersection conflict mitigation
Curb extensions	48 corners throughout the High-Injury Network, all four high-crash intersections	$26,000	Pedestrian crossing enhancement, intersection conflict mitigation
Rectangular rapid-flashing beacons (RRFBs)	12 locations throughout the High-Injury Network	$34,200	Pedestrian crossing enhancement, night-time visibility
School zone lights	50 locations in school zones, starting with the High-Injury Network	$16,600	Traffic calming
Speed feedback signs	24 locations throughout the High-Injury Network	$16,600	Traffic calming
Street lighting	30 locations throughout the High-Injury Network, all selected intersections	$15,000	Night-time visibility
Leading Pedestrian Intervals (LPIs)	All three signalized high-crash intersections	Varies	Pedestrian crossing enhancement, intersection conflict mitigation
Protected left turns	Liberty St and Washington St	Varies	Intersection conflict mitigation
Signal modernization	All three signalized high-crash intersections	Varies	Pedestrian crossing enhancement, intersection conflict mitigation

Also included in the proposed projects and strategies is Lynn Safety Action Plan strategy #3.2 (p.46), to enhance the Police Department's speed feedback program. The Lynn Police Department has two mobile speed feedback trailers that the Traffic Division deploys in response to complaints. With the addition of two more speed feedback trailers and funding to support annual data collection subscriptions for both fixed speed feedback signs and the trailers, the Police Department can expand this program to deter and/or monitor speeding in more locations in a proactive manner. The resulting data collection will be useful for sharing back findings to the public to contextualize perceptions of speeding and to inform decision making about traffic calming.

Implementation Costs

The total itemized cost of projects and strategies, including funding for administration and support for design and construction oversight, is **$11,983,109.25** (Table 3). This includes $9,586,487.40 in federal cost share and $2,396,621.85 in local cost match (20 percent).

Table 3 Overview of project costs

Project Component	Cost
Systemic Safety Treatments	$5,657,859.32
High-Crash Intersection Projects	$3,394,100.35
Speed Feedback Program	$168,159.66
Community Engagement	$271,558.79
Project Manager for 3 years	$500,000.00
Design and Construction Administration Support	$1,991,431.13
Total Cost	**$11,983,109.25**

B. Equity, Engagement, and Collaboration

As described in section 1B, social inequity is at the core of Lynn's transportation safety challenges. The proposed projects will:

- **Invest in underserved communities.** All four intersection locations and 94% of the High-Injury Network corridors slated for systemic safety treatments are located in underserved communities.
- **Expand alternatives to driving and vehicle ownership.** One in five households in Lynn does not have access to a vehicle, and there is evidence to suggest that vehicle ownership is a cost burden for many of those who do. Over half of renters and 40% of homeowners spend more than 30% of their income on housing. These projects will increase the availability of walking and biking infrastructure, transit access, and options for people to choose less expensive transportation options which are also healthier and more sustainable than driving.
- **Implement self-enforcing street design.** Systemic changes throughout the network have the potential to affect road user behavior at a community-wide scale, encouraging and reinforcing desirable behavior and reducing reliance on traffic enforcement.

The Lynn Safety Action Plan, and by extension the proposed projects, were informed by an engagement process carried out in the summer of 2021 under the Lynn Safe Streets for People Playbook initiative (see p. 16-20, Public Engagement). The City partnered with local community-based organization LEO, Inc., a service provider and federally designated anti-poverty organization. LEO engaged with the public about traffic safety as part of their existing outreach activities and presence at community events. Of the nearly 250 print surveys LEO collected, one-third were filled out in Spanish, and 35% of respondents walked or biked for transportation on a daily basis. The survey findings focused attention on pedestrian and bike safety, in particular crossing safety and speeding and aggressive driving.

Building upon the successes and lessons learned from the Playbook, the City aims to partner with one or more community-based organizations in Lynn to invite a diverse and representative cross-section of Lynn community members into the implementation process. We will also integrate project implementation into other approaches to inclusive engagement and civic participation that we have been testing, like the annual Lynnside Out festival. These efforts will be directed at gaining a better understanding of corridor-level safety concerns to drive safety treatment selection, connecting built investments to larger systemic

public safety and quality of life issues, and building greater trust around transportation safety investments in Lynn.

C. Effective Practices and Strategies

Best Practices in the Safe System Approach

This proposal includes effective systemic strategies for Safer Roads, Safer Speeds, and Safer People. The City has relied upon evidence-based guidance sources like the FHWA Proven Safety Countermeasures, FHWA Traffic Calming ePrimer, and FHWA STEP Guide for selecting effective solutions to the identified safety problems. Consistent with the Safe System Approach, the focus of this implementation effort will be the installation of low-cost systemic treatments throughout the transportation network.

Complete Streets Policy Implementation

The City's Complete Streets Policy mandates that public streets be designed to accommodate all road users safely and comfortably. Since the passing of the Complete Streets Policy in 2015, the City has aggressively sought funding through the TIP, the MassDOT Complete Streets Funding Program, and other sources to redesign streets for consistency with the policy. The proposed projects will be guided by the Complete Streets policy and will be an opportunity to test approaches to developing and implementing two other policies the City has committed to creating – a traffic calming policy/program and a traffic signal policy (see Lynn Safety Action Plan p. 45, Strategies for Safe Street Design).

Coordination with Statewide Safety Priorities

The Lynn Safety Action Plan was developed in partnership and close coordination with MassDOT and is strongly aligned with the 2023 Massachusetts Strategic Highway Safety Plan (MA SHSP) and the 2023 Massachusetts Vulnerable User Safety Assessment. In this update of the SHSP, the state of Massachusetts adopted the Safe System Approach as its guiding transportation safety framework. This proposal will advance the following statewide strategies:

- *MA SHSP Initiative 2.1*: Identify, initiate, and prioritize systemic projects involving top-risk locations
- *MA SHSP Initiative 2.2*: Identify, initiate, and prioritize systemic projects involving top-risk populations
- *MA SHSP Initiative 2.4*: Evaluate effectiveness
- *MA SHSP Initiative 5.1*: Address top crash locations
- *MA SHSP Initiative 5.5*: Expand resources to municipalities

D. Other DOT Strategic Goals

Climate and Sustainability

Based on travel behavior and existing and future land use patterns, Lynn holds great potential for mode shift away from driving to lower-carbon modes. According to the Lynn Transit Action Plan (2020)[2], 67% of trips in Lynn are made within the city boundaries and almost half of all travel that starts in Lynn are trips of less than two miles. Today, 66% of Lynn residents drive alone to work, even though 19% of households

[2] Lynn Transit Action Plan analysis is based on ridership and demand data collected before the COVID-19 pandemic, which changed travel patterns nationwide. However, as a community with a high proportion of essential workers, there is evidence to suggest that travel behavior changed less in Lynn than in other places and pre-COVID findings still hold relevance.

have no access to a vehicle and 39% of households have access to one vehicle. This demonstrates latent potential for trips using active modes that could be realized through investments in multimodal safety. This proposal includes multiple High-Injury Network Corridors that will improve multimodal safety around the Northern Strand Trail, which by 2027 will connect all the way across Lynn's urban core from west to east.

In addition, these targeted investments will improve access to the most affordable means of transportation to Boston. The 440 and 441 buses on the Lynnway bring riders to the terminus of the Blue Line subway at Wonderland Station, connecting Lynn residents to downtown Boston for $2.40 one way or $1.10 for riders with reduced fare cards, compared to $7.00 for commuter rail service. This proposal includes systemic safety investments in High-Injury Network corridors that will improve pedestrian safety and accessibility around the Lynnway bus corridor.

Economic Competitiveness

The City's and the community's vision, for an equitable Lynn that provides all residents with the opportunity to thrive, hinges on enhanced connectivity to the regional economy. The Vision Lynn Comprehensive Plan presents a strategy to guide growth and development such that it generates new housing that is affordable to a wide range of incomes, creates good paying jobs in Lynn, and boosts City revenues to ensure fiscal sustainability. Transportation safety investments will situate the City to fully capitalize on enhanced regional transit connectivity, attracting new developments, residents, and employers consistent with this growth strategy. They will also connect Lynn residents with the world-class job market, healthcare facilities, and universities in Boston and Cambridge.

This is an important moment for transportation safety in Lynn, as the City and the community stand to benefit from large-scale investments in regional multimodal connectivity in the coming years. In 2019, the MBTA passed a resolution committing the electrification of the commuter rail system. The capital investment plan passed by the MBTA in 2023 included funds to electrify service on section of the Newburyport/Rockport Line that serves Lynn, known as the "Environmental Justice Corridor." This transformation will provide downtown Lynn with near rapid-transit frequencies to downtown Boston 12 miles away. In 2023, the City also received a $561,000 grant from the USDOT Reconnecting Communities & Neighborhoods Grant Program to relocate the River Works commuter rail station north of its current location within General Electric property, making it publicly accessible and reconnecting West Lynn with this regional transit service. Finally, the USDOT RAISE Grant awarded to MassDOT in 2023 to transform the Lynnway is part of a system-wide vision for bus priority corridors that will continue south from the Lynnway and connect Lynn with rapid transit service into Boston at the terminus of the Blue Line.

IV. Project Readiness

The City of Lynn anticipates completion of the proposed SS4A-funded scope of work within five years of SS4A grant execution. The City is receiving support from MassDOT to cover the local cost share of 20%. Staff has extensive experience in grants management and compliance with Federal grants. City staff have ability and experience in complex multidisciplinary project delivery, including all facets of project planning and management, public engagement, design, permitting, documentation, and other city, state, and Federal permits and approvals. The City anticipates engaging a consulting team for planning, design, and construction administration services to expand capacity, and the grant budget includes funding for the City to hire a project manager to oversee implementation.

It is anticipated that the projects included in this request will fall under a Categorical Exclusion in the NEPA process. National roadway design standards will be followed including those from FHWA and MassDOT. The City will aim to avoid any right-of-way acquisitions as best as possible, but any tentative impacts on private property will not be known for certain until design work is complete. Temporary easements are likely to accommodate construction in a dense urban core. The City will follow and adhere to Federal temporary easement requirements.

Upon award, the City will engage a consulting team and create a 5-year implementation plan. This plan will identify specific locations for safety treatments based on the considerations outlined in section 2B and align project construction timelines with other capital projects, scheduled maintenance, and community engagement. Apart from changes to the four high-crash intersections, design changes will be implemented as spot treatments throughout the High-Injury Network. Similar safety treatments will be designed and bundled together for bid by the same contractor. Treatments that do not impact drainage structures, like speed humps and daylighting/clear corners installed with striping and flexposts instead of a full curb extension, will be installed using standard details. These treatments will also be installed as part of routine maintenance projects when possible.

This approach aims to optimize execution, minimize project management costs, and streamline project communication and collaboration. Based on the proposed scope of work involved, the City does not anticipate any major impacts from implementation and construction of the projects that will require significant mitigation. All work will be on streets managed by the City of Lynn.

Project Task	City of Lynn SS4A Schedule																							
	2024				2025				2026				2027				2028				2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Agreement Process/Execution/Obligation																								
NEPA Process																								
Public Engagement																								
Preliminary Design																								
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Final Design																								
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