

Lynn, MA

FERRY DOCK RESEARCH AND RECOMMENDATIONS



COMPREHENSIVE BOSTON HARBOR
WATER TRANSPORTATION STUDY
MARCH 2019



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Project Scope

The Comprehensive Boston Harbor Water Transportation Study was launched in July 2017 with the goal of developing business plans for sustainable new routes for ferry service in Boston Harbor and the surrounding area that could be implemented within the next five years. The initial phase of the planning study considered potential sites as far north as Gloucester and as far south as Provincetown. As a result of a series of water transportation stakeholder workshops, thirty sites were identified as candidates for new routes. Each of these was analyzed by the consultant team with research on the physical conditions of the dock site as well as the potential to attract sufficient ridership. The results of this work were presented at a water transportation open house in November 2017, where additional information about the sites was collected from public officials and residents. Data on potential rider preferences had also been collected from a regional stated preference survey conducted in August and September 2017.

A subset of fifteen docks were selected for additional analysis and ridership modelling. Ultimately six of those docks were selected for two new routes. Business plans were developed for those two routes: an Inner Harbor Connector linking Charlestown, downtown Boston, the Seaport, and East Boston as well as a Quincy route that connects Squantum Point with downtown Boston and Columbia Point in Dorchester.

In Lynn, the Blossom Street Pier was one of the thirty sites initially selected for analysis. Presented here are the findings from the research conducted between August and November of 2017. The site profile contains the following information with sources footnoted:

- Site Analysis
- Ferry Level of Service
- Transportation Access
- Recent and Planned Developments
- Demographics, including Population and Employment Characteristics
- Journey-to-Work
- Time Travel and Cost Comparisons
- Evaluation

For most of the sites, detailed travel time comparisons between a potential ferry service and existing transportation options are included.

By compiling this multi-faceted information for each of the thirty sites, the study evaluated all sites by the same basic criteria, which served to guide the selection of sites for more detailed modeling phases and for the development of new routes. This site was one of the fifteen included in potential routes to study; however, based on the excellent physical conditions of the dock and the completion of a Lynn-Boston Water Transit Sustainability Analysis Report prepared for MassDOT by STV, further analysis was not conducted.

This report is designed to serve as an additional resource for implementing regular ferry service in the future.

Listed below are the thirty sites for which dock profiles were completed. Sites with an asterisk (*) had regularly scheduled ferry service within Boston Harbor or to Boston in the summer of 2018 or at present. Sites with a caret (^) have a pier that has been used for ferry docking, though some of these are subject to tides.

Sites Recommended for Study by Workshop Participants

Municipality	Proposed Dock Locations
Gloucester	
Beverly	
Salem	Salem Ferry Terminal*
Lynn	Blossom Street Pier^
Winthrop	Winthrop Ferry Dock*
Chelsea	Mary O'Malley Park
Everett	Encore Boston Harbor
Boston	
- East Boston	Logan Airport Ferry Terminal* Lewis Mall Liberty Plaza
- Charlestown	Sullivan Square/Schrafts Navy Yard (Yard's End) Navy Yard/Pier 4* Navy Yard Pier 1^
- North Station	Lovejoy Wharf (North Station)*
- Downtown	Long Wharf North + South* Central Wharf* Rowes Wharf*
- Fort Point	Atlantic Wharf (South Station) Federal Courthouse/ Moakley^
- Seaport	Fan Pier (ICA)* World Trade Center West* World Trade Center East^ Dry Dock #4
- Dorchester	EDIC/Marine Industrial Park* Columbia Point at Fallon Pier^ UMass Boston at Fox Point^
Quincy	Marina Bay/Squantum Point*
Hingham	Hewitt's Cove*
Hull	Pemberton Point* Steamboat Wharf
Plymouth	
Provincetown	MacMillan Pier*

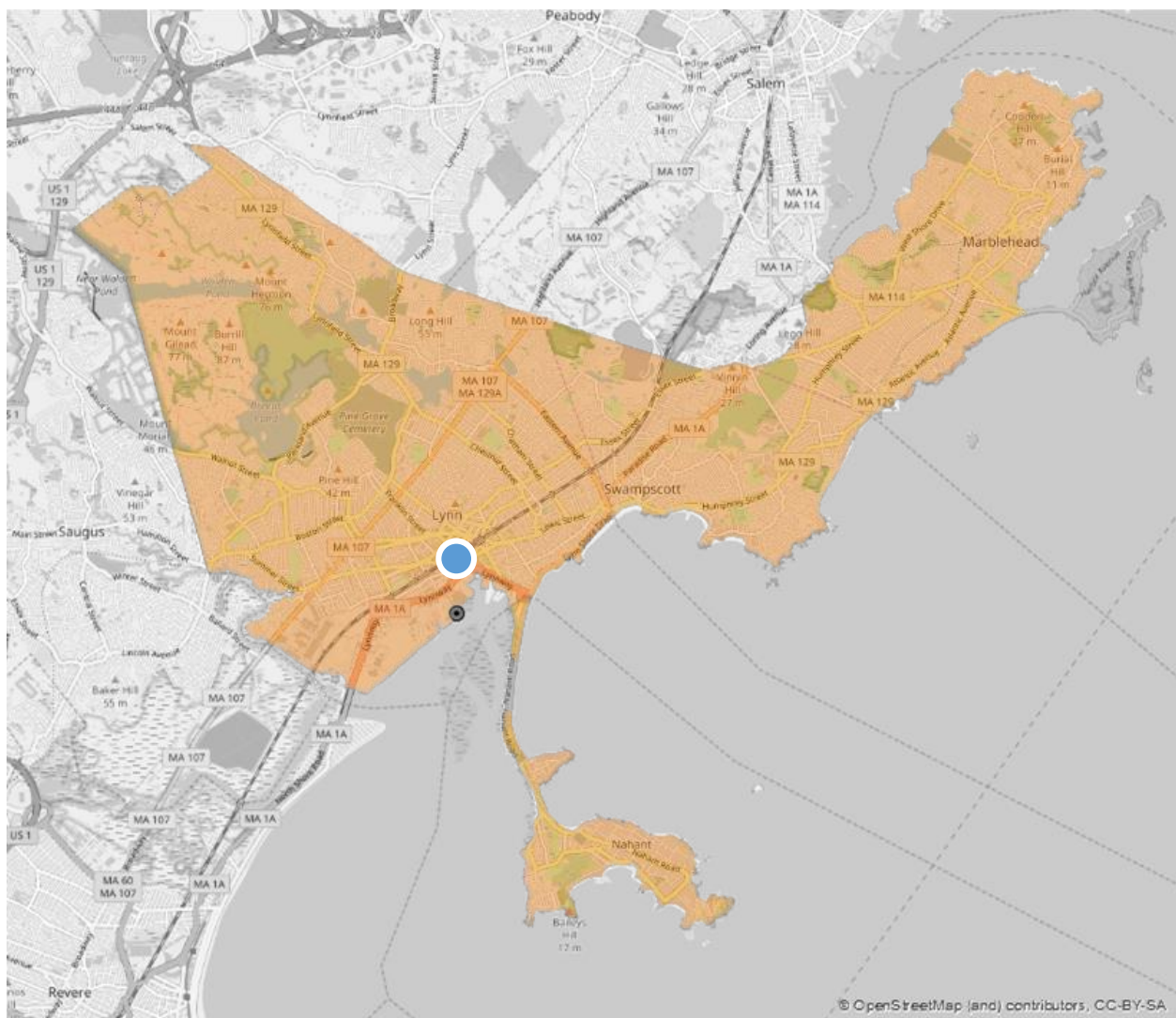
Blossom Street Pier

During the summer of 2017, a ferry served mostly commuters and some visitors from Lynn to Boston with one round trip commuter run each weekday. The Blossom Street landing and parking have been completed in two phases during the past 15 years. A third phase, including additional parking and a terminal building, is designed but not yet funded. The new dock provides two landing berths. A federal earmark for a ferry was secured in 2016, but has not yet been implemented. There are currently few amenities; passenger wait outdoors and on the wharf.

Commuter ferry operations are seasonal and are dependent on public subsidies. There was no ferry service from this site in 2018.

Site Analysis

Map of Landing Site and Market Area¹

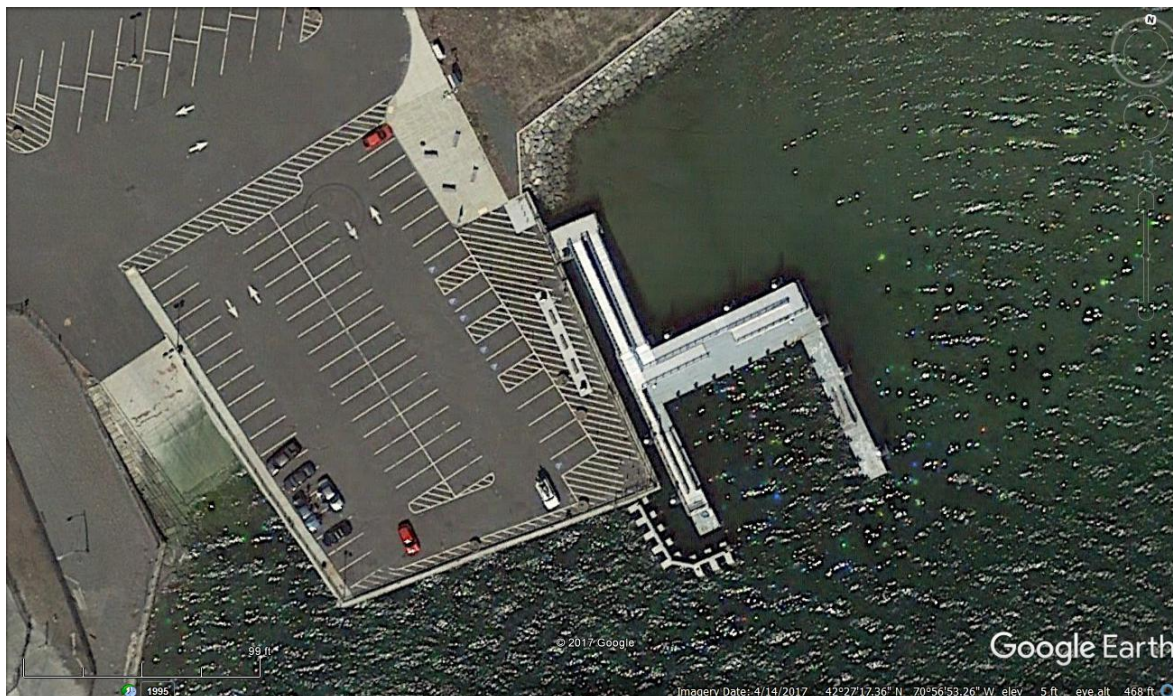
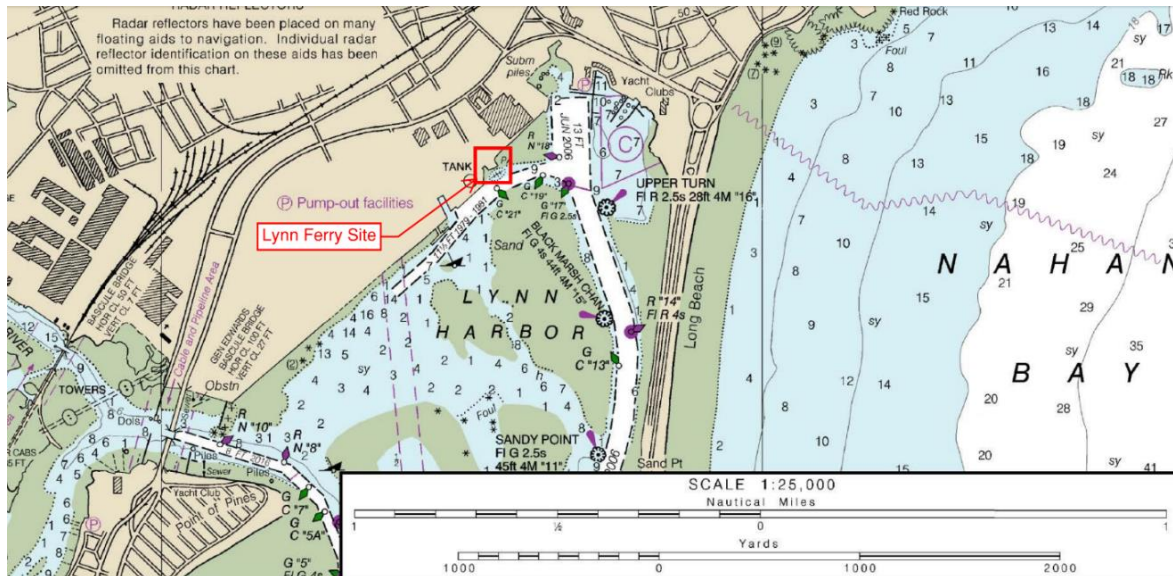


¹ Sources: OpenStreetMaps, Steer

Site Characteristics

Longitude/Latitude: 42.454869, -70.947892
Market Area: Inner Cape Ann including Lynn, Swampscott, Peabody Marblehead,
Landing Ownership: City of Lynn
Closest Street Address: Blossom Street

Aerial Chart and Photo of Landing Site²



² Source: US Department of Commerce, National Oceanic and Atmospheric Administration, Google Earth

Landings and Existing Service

Landing Site:	Blossom Street from Route 1A
Existing Landing:	Yes
Channel Access / Turning Basin:	Yes
Dredging Required:	No
Berthing Capacity:	One at 80 ft. and one at 60 ft.
Wave Exposure:	Moderate; Mass Bay; with wave attenuation
Existing Pier/Bulkhead:	Yes
Existing Float:	Yes
Publicly Owned Property:	Yes (City of Lynn)

Site Infrastructure

Docking Conditions:	Excellent: recently constructed
ADA Access:	Yes
Rider Amenities:	Outdoor seating and waiting. Terminal building designed but not funded

Sensitive Shoreline Land Uses and Environmental Concerns

Much of the surrounding area is industrial with no residences within walking distance. The ferry pier is separated from most of the City by the multi-lane arterial Route 1A. The recently built wharf and restored bulkhead elevations are somewhat higher than the floodplain.

Suitability for Emergency Use

Ferry site is suitable to receive evacuation in case of flooding to other North Shore communities such as Nahant.

Ferry Level of Service

The 2017 ferry service is outlined below.

Route	Lynn to Central Wharf
Berth	#1
Existing / Proposed	Existing service in 2017 was for mitigation; service has been suspended and future service is not yet confirmed
Year Round or Seasonal	Seasonal: June 20 to September 22, 2017
Commuter / Recreational	Commuter
Fare (One Way)	One way: Adult-\$7 / Senior-\$3.50 / Child-\$3.50
Schedule / Frequency	1 round trip /weekday
Public / Private Management	Lynn owns the dock; Boston Harbor Cruises owned and operated the boat used

Transportation Access³

The closest connections to public transportation are bus routes. The MBTA's 439, 441, 442, 448 and 449 buses all stop within 0.3 miles of the landing site. The Lynn Commuter Rail station is 0.5 miles from the landing site with access to the Newburyport/Rockport Line of the MBTA Commuter Rail.

There is access for people walking and biking to the Blossom Street Pier site from Downtown Lynn. There are existing sidewalks, but there are limited roadway crossings for pedestrians and no bike lanes. A boardwalk is proposed for the waterfront, but it has not yet been built. There are bike racks near the dock, and confident cyclists from further north can access the site from Lynn Shore Drive and Nahant Road.

There is regional and local road access from the Blossom Street Pier site via Route 1A. There are between 150 and 200 free surface parking spaces adjacent to the terminal. Additional parking is available closer to the commuter rail station.

Lynn Market Area

Recent and Planned Developments⁴

The City of Lynn's Waterfront Plan is transforming 150 acres of land on the waterfront into residential buildings, green spaces, and small retail opportunities. The Washington Street Gateway Plan was projected to create 71 units of rental housing by early fall of 2017. Meanwhile North Shore Community College recently completed an expansion. Improvements to the nearby MBTA Commuter Rail Station are underway.

A Lynn Waterfront Master Plan was completed in December 2018 and a Lynn Waterfront Open Space Master Plan was completed in March 2019. For the plans to be implemented, the Lynn Municipal Harbor Plan needs to be updated.⁵

Demographics⁶

Demographic Data for Lynn Market Area

	Market Area	Boston, MA	Avg. Boston Harbor Ferry Site
Population	100,757	667,137	45,814
Labor Force	68,759	393,455	31,091
Employed	63,351	366,164	28,763
Median Household Income	\$66,249	\$60,732	\$72,115

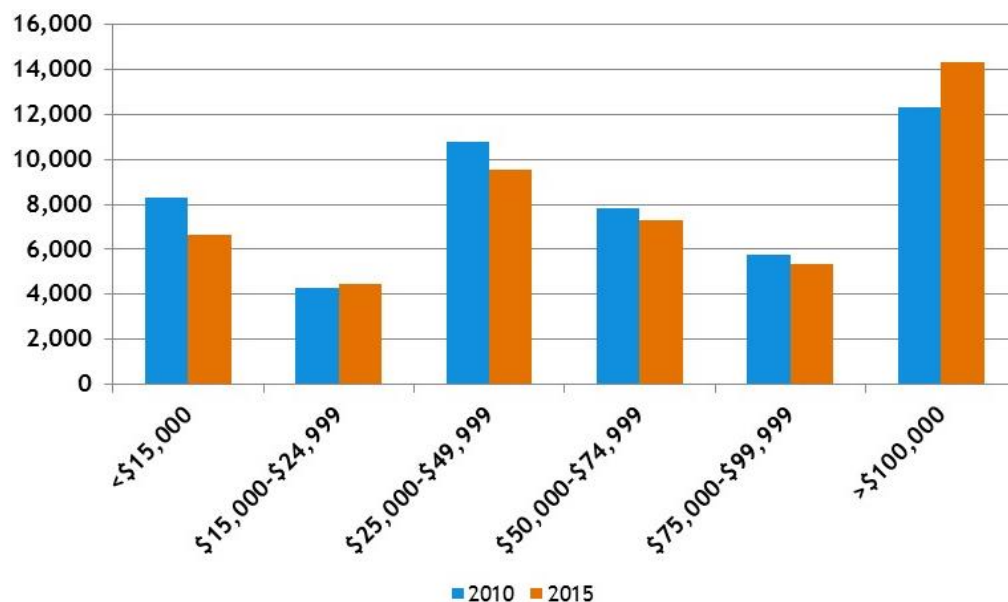
³ Source: Google Maps

⁴ Source: Economic Development & Industrial Corporation of Lynn, September 2017

⁵ Source: www.itemlive.com/2019/03/19/lynn-unveils-third-waterfront-plan, March 2019

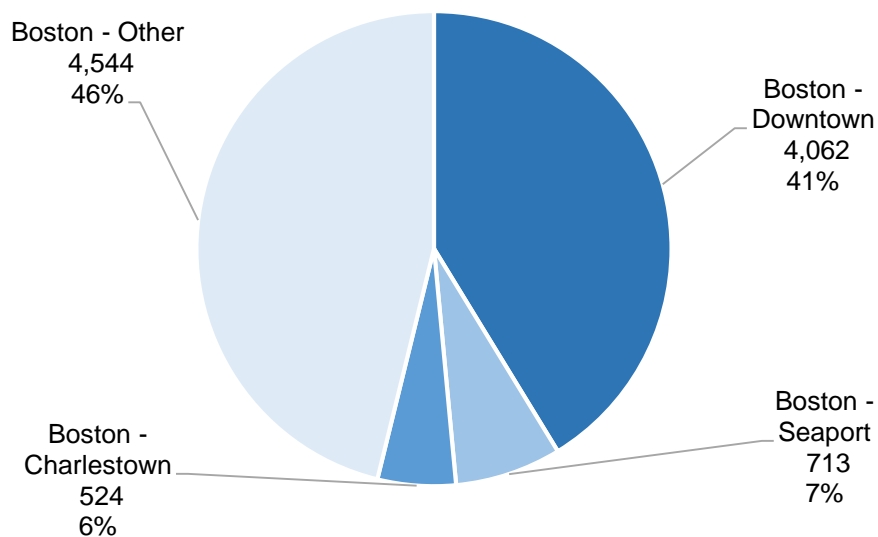
⁶ Sources: U.S. Census Bureau (2010, 2015), American Community Survey

Distribution of Median Household Incomes for Lynn Market Area, 2010 and 2015



Journey-to-Work⁷

Journey-to-Work Destinations from Lynn Market Area



⁷ Sources: U.S. Census Bureau (2010), American Community Survey

Journey-to-Work Destinations from Lynn Market Area to Boston Central Business Districts

Commuters to Boston (Charlestown)	524
Commuters to Boston (Downtown)	4,062
Commuters to Boston (Seaport)	713
Commuters to Boston (Other)	4,544
Total Commuters to Boston	9,843

Travel Time and Cost Comparisons⁸

Travel Times and Cost Comparisons by Different Modes of Transport

Mode	Total Time	Walking (Access/Egress)	Transfer	Riding	Trip Frequency
To: Government Center (Downtown)					
Auto - Low Est.	0:35			0:35	
Auto - High Est.	1:20			1:20	
Public Transit	0:54	0:08	0:07	0:39	0:20
Commuter Rail	0:45	0:15	0:04	0:26	0:16
Ferry via Long Wharf North	0:54	0:13		0:41	
To: Boston Convention & Exhibition Center (Seaport)					
Auto - Low Est.	0:35			0:35	
Auto - High Est.	1:10			1:10	
Public Transit	1:18	0:30		0:48	1:10
Commuter Rail	1:21	0:25	0:22	0:34	0:16
Ferry via World Trade Center	0:52	0:14		0:38	

Evaluation

Pros: Lynn has a well-constructed ferry landing that was used for ferry service as recently as 2018. Lynn has a very robust population of commuters who travel to downtown Boston, nearly one and a half times larger than the number of commuters from Hingham. A ferry would be time competitive against traveling by car with traffic.

Cons: Ferry service from this location is not time competitive with commuter rail service. Seasonal service may be manageable, but accommodating year-round service from Lynn would likely require a very different vessel than those used by the South Shore and Inner Harbor routes because some parts of the route is in open water and would be unprotected from wave action.

Next Steps: Given the existing business plans for Lynn and grant funding from the Federal Transit Administration that Lynn has been allocated, ferry service from this location is anticipated in the future.

⁸ Sources: Google Maps, KPFF

Credits

Project Coordination

- Boston Harbor Now



Study Sponsors

- MassDOT
- Massport
- National Park Service
- Seaport Council of the Executive Office of Housing and Economic Affairs
- Massachusetts Convention Center Authority
- The Barr Foundation
- Cabot Family Charitable Trust
- Envoy Hotel
- Clippership Wharf



Barr
Foundation

*Cabot Family
Charitable Trust*

Consultant Team

- Steer (formerly Steer Davies Gleave)
- KPFF
- Moffatt and Nichol
- Elliott Bay Design Group
- Progressions
- Norris and Norris



Progressions

Sawyer & Associates Consulting