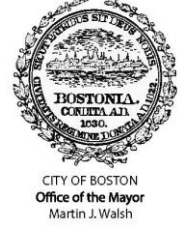


North Station Area Mobility Action Plan



BOSTON
TRANSPORTATION
DEPARTMENT

CITY OF BOSTON
Office of the Mayor
Martin J. Walsh

First Public Meeting; June 28, 2016



Photo: Landslides Aerial Photography

Agenda

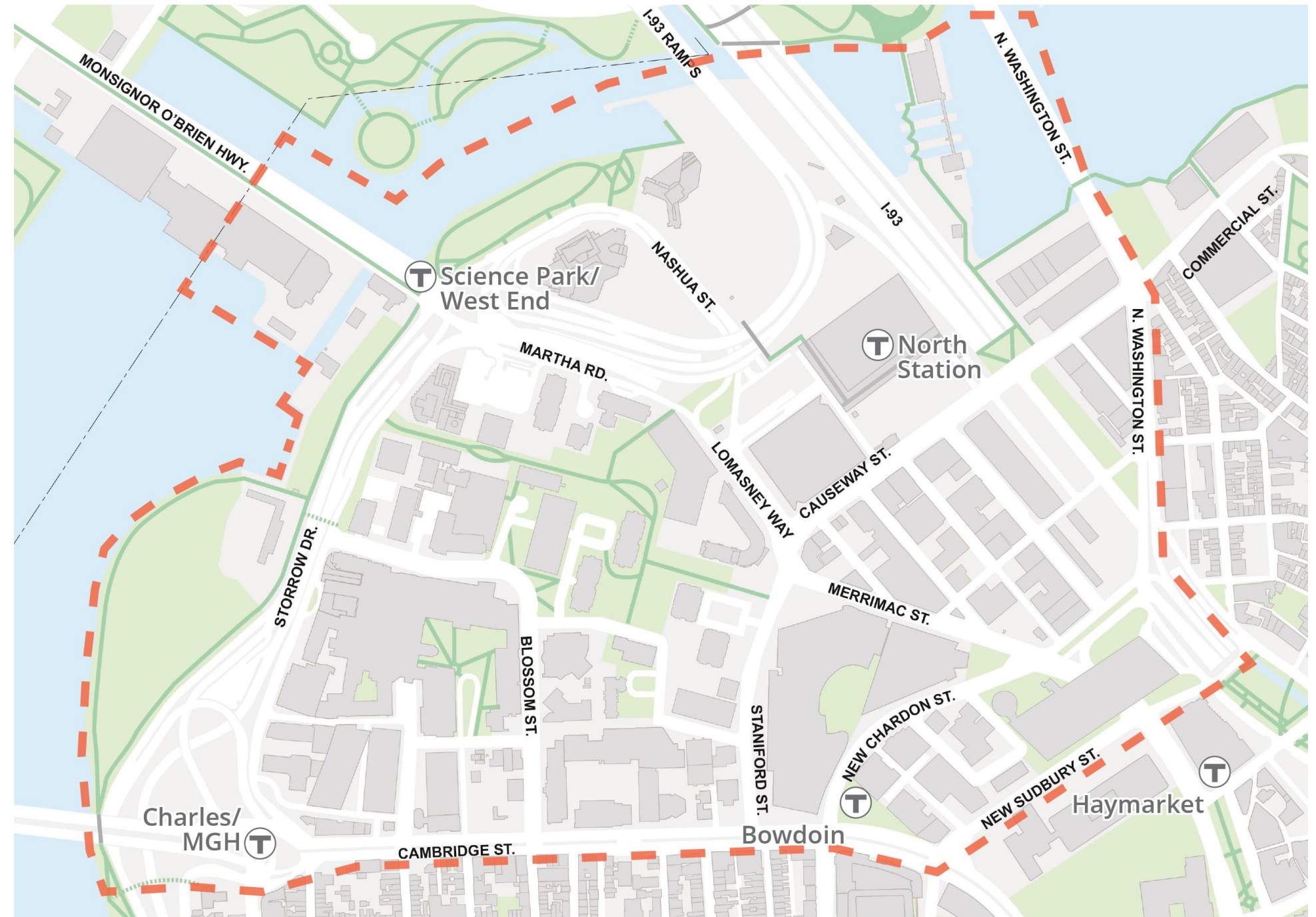


I. Introduction

- Project Overview
- Project Team
- Timeline
- Process Overview

II. Existing Conditions Highlights

III. Breakout Sessions: Share your experience, concerns, and vision!

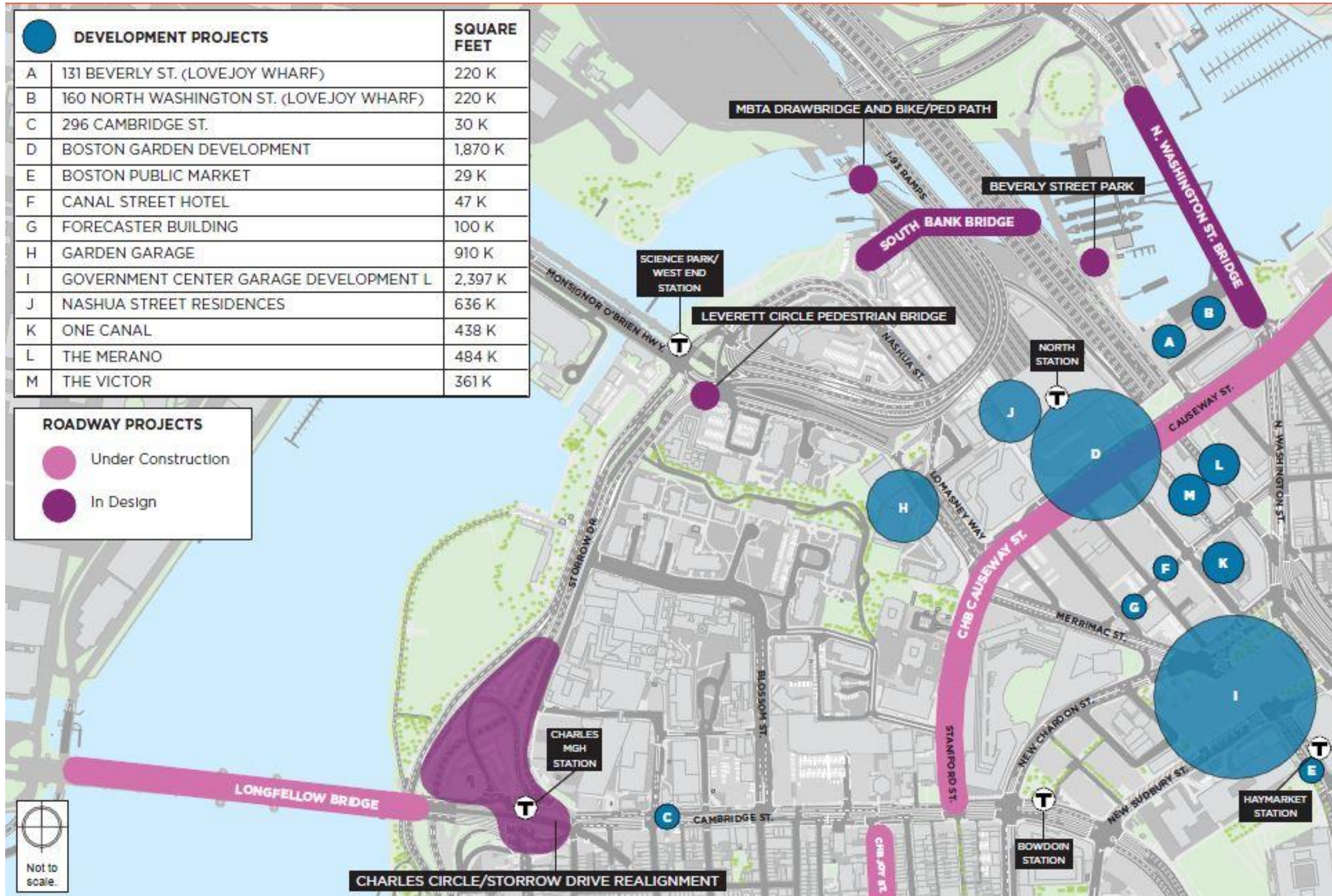


Development & Infrastructure Projects



DEVELOPMENT PROJECTS		SQUARE FEET
A	131 BEVERLY ST. (LOVEJOY WHARF)	220 K
B	160 NORTH WASHINGTON ST. (LOVEJOY WHARF)	220 K
C	296 CAMBRIDGE ST.	30 K
D	BOSTON GARDEN DEVELOPMENT	1,870 K
E	BOSTON PUBLIC MARKET	29 K
F	CANAL STREET HOTEL	47 K
G	FORECASTER BUILDING	100 K
H	GARDEN GARAGE	910 K
I	GOVERNMENT CENTER GARAGE DEVELOPMENT L	2,397 K
J	NASHUA STREET RESIDENCES	636 K
K	ONE CANAL	438 K
L	THE MERANO	484 K
M	THE VICTOR	361 K

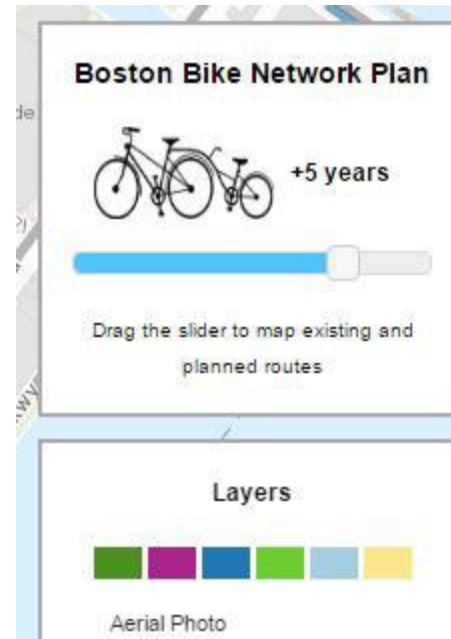
ROADWAY PROJECTS	
	Under Construction
	In Design



Planning Effort Highlights



Action Plan



Develop a variety of improvements for all modes, identify community priorities, and prioritize projects for implementation based on vision, feasibility, and cost



City Team

- Boston Redevelopment Authority
- Boston Transportation Department
- Office of Neighborhood Services
- Public Works Department

Consultant Team

- Howard Stein Hudson (HSH) – Transportation Engineering
- NBBJ – Urban Design and Visioning
- Marlene Connor Assoc. - Transit

Project Timeline



- **JUNE – JULY**

- Existing Conditions and First Public Meeting

- **JULY – AUGUST**

- Goals and Vision

- **AUGUST– NOVEMBER**

- Develop and Analyze Improvements

- **SEPTEMBER-DECEMBER**

- Incorporating Public Feedback into Improvements, including design for top 1 to 3

- **JANUARY**

- Draft Action Plan for Public Comment

- **FEBRUARY**

- Final Action Plan

Overview of Public Meetings



TODAY: Define the Problems and Share Your Visions and Ideas

- + Wikimap and Poster Campaign
- + Targeted Outreach

Late July: *Establish Shared Goals Together*

Late August: *Add to Brainstorm-List of Potential Projects & Gather Feedback*

September-October: *Prioritize Options using Shared Goals (Benefits), Feasibility and Cost*

November-December: *Develop a Concept for One or More Top Short-Term Alternatives*

January: *Introduce Draft Action Plan + Collect Feedback*



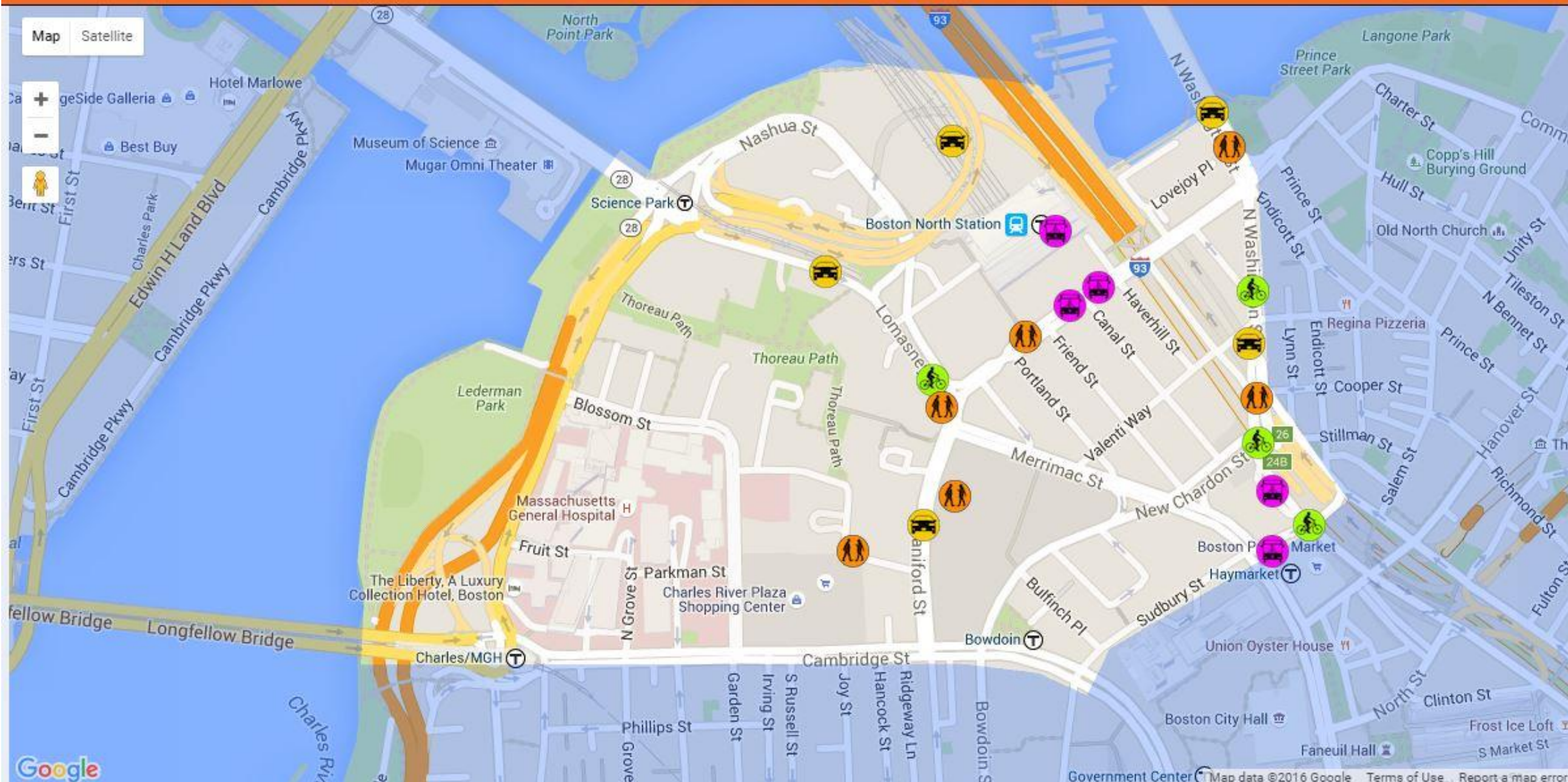
NORTH STATION AREA MOBILITY ACTION PLAN

Where would you improve transportation around North Station?

Click **ADD POINTS** below to add to the map. Add as many points as you would like.

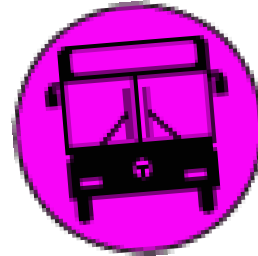
- ADA
- Bicyclist
- Driver
- Pedestrian
- Transit Rider

North Station Area Mobility Action Plan About & Help ADD POINTS BRA Project Site





“Not only are the bike lanes unmarked for long stretches, but tour busses frequently block the lanes that are available from Haymarket down past State Street. To relieve traffic congestion, the bike lanes should be moved off the streets and onto the Greenway.”



“No north south link makes it very difficult to navigate meetings around town.”



“Many weekdays, getting on and off 93 via the Leverett connector takes up to 45 minutes because it is gridlocked.”



“There are so many shuttles/ cabs/ ubers/ etc that pull up on the sidewalk - it would be very helpful to have a layby - and to have access to some of these shuttles - some way of knowing which goes where and when.”

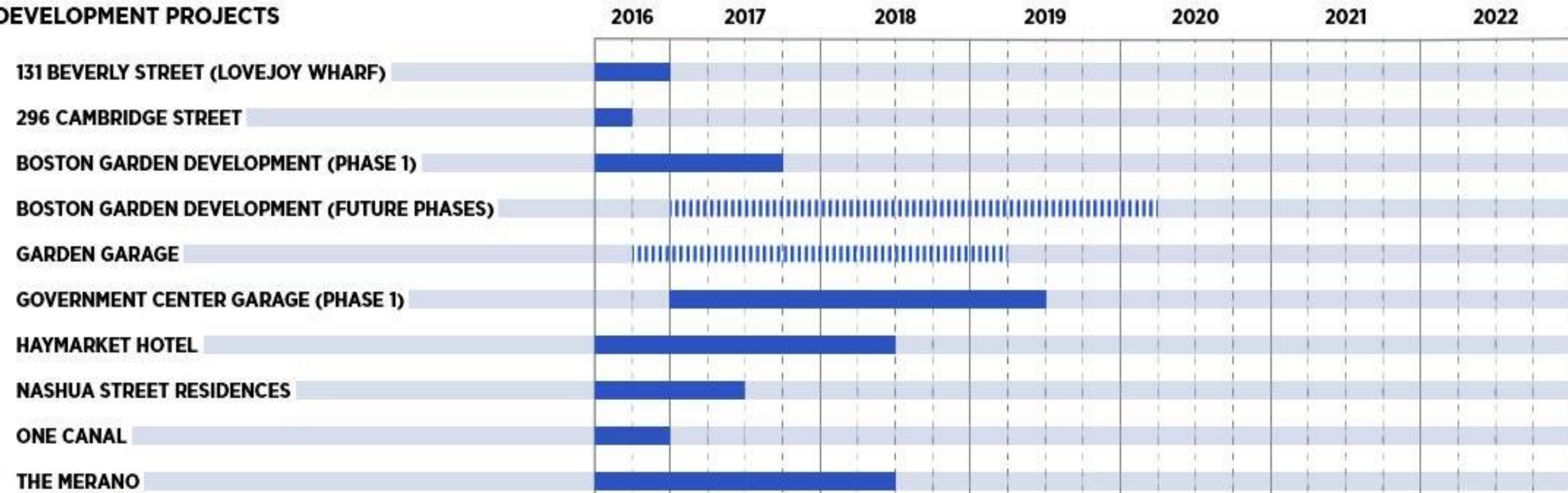
Existing Conditions



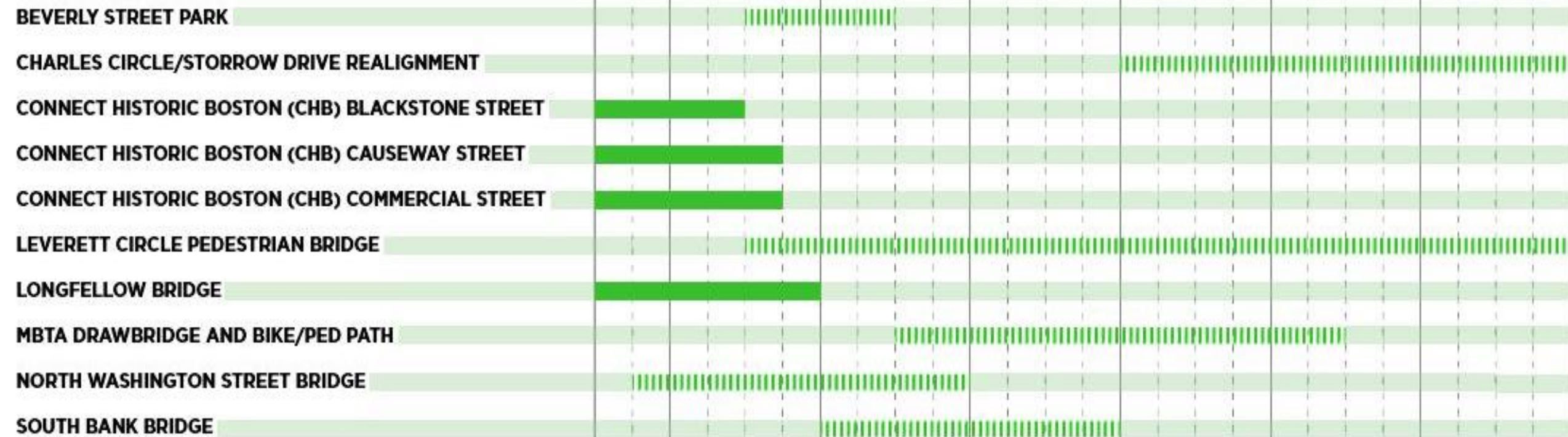
Construction Schedules



DEVELOPMENT PROJECTS



PUBLIC INFRASTRUCTURE



Construction Woes



Construction Management Plan | The Merano (Parcel 1B)

Abutter and Agency Coordination

Suffolk Construction recognizes the challenges of building construction in an urban setting and the importance of responding to the needs of adjacent businesses and residents. The abutting properties shall be informed of the scheduled start of construction, and will be updated on the development during its construction as needed.

As appropriate, Suffolk Construction will coordinate construction activities with BTD, MassDOT, and other on-going construction projects in the area to help minimize the impacts to the community.

Coordination with the Massachusetts Department of Transportation (MassDOT) is on-going to obtain a Permit to Access the State Highway for work over the I-93 Tunnel within the state highway layout. MassDOT has been provided all necessary design plans and Construction Management Plans to facilitate their review.

Material Handling/Construction Waste

Suffolk Construction will take an active role in regard to the processing and recycling of construction waste and will have in-place a Construction Waste Management Plan (CWMP) for the project. The CWMP will require Suffolk Construction to contract with a licensed waste hauler that has off-site sorting capabilities. All construction debris will be taken off site by the waste hauler, sorted as either recycled debris or waste debris and sent to the proper recycling center or waste facility. Construction debris shall be wetted and covered to minimize air born dust particles.

Emergency Vehicle Access

Access to the site for emergency vehicles will be maintained at all times. The proposed staging plan is designed to isolate the construction while providing safe access for pedestrians and automobiles during normal day to day activities and emergencies.

All construction material delivery trucks will be loaded and unloaded inside or adjacent to the construction fence throughout the course of the project. Trucks and equipment will follow the designated truck route and be staged at the designated areas on the CMP.

Utility Connections

During construction, all utility connection work will be completed on-site.

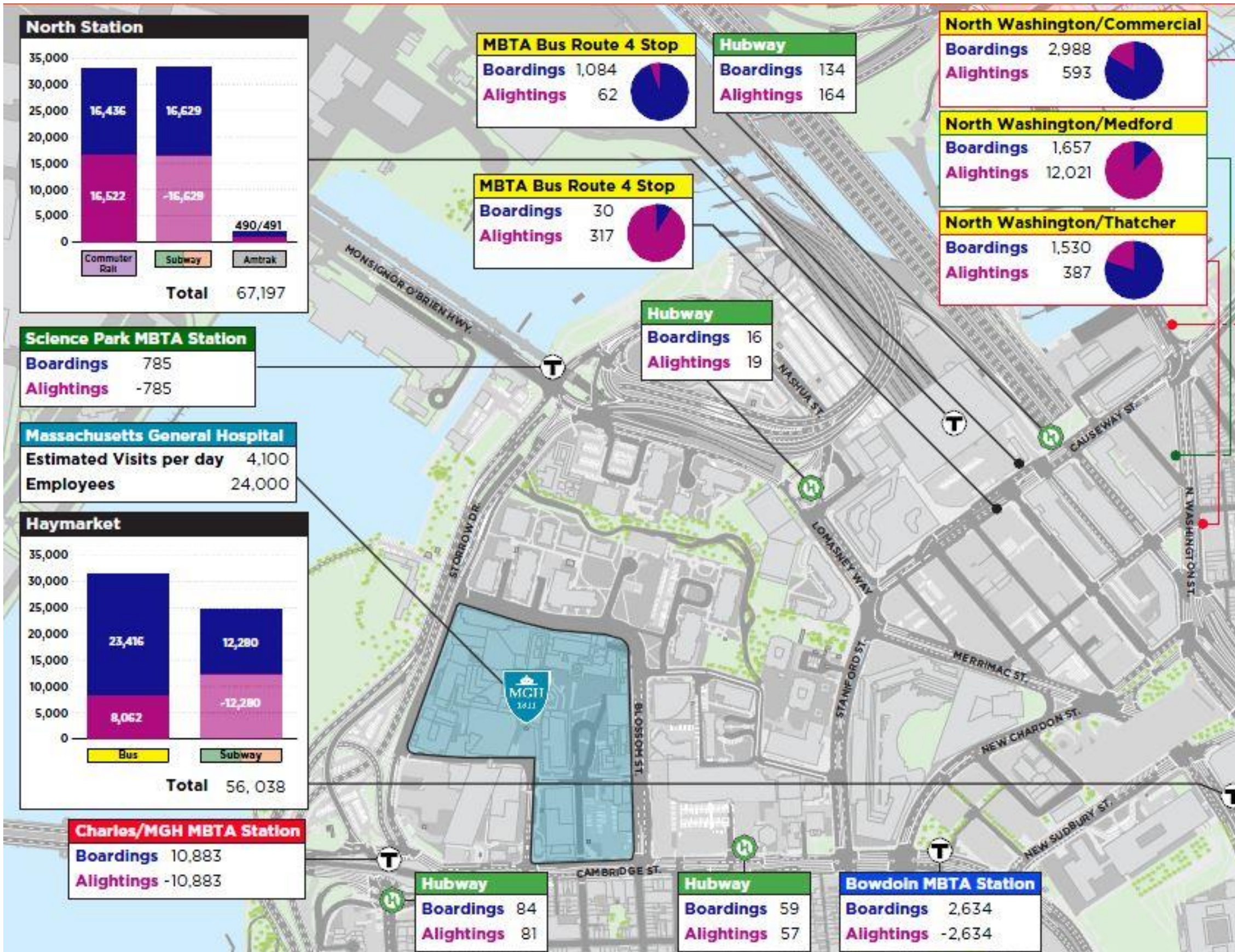
Truck Movements During Construction

Trucks are needed to remove debris and material excavated or removed from the site, and to deliver new construction materials as the project proceeds. Truck traffic related to this construction site shall vary considerably throughout the construction period.

Construction of the Merano building is expected to generate a minimum of 5 trucks and a maximum of 55 trucks per day which translates to an average of 30 trucks per day for the entire construction period.

The impact of construction trucks in the evening peak hour is expected to be insignificant because most deliveries are completed prior to the end of the typical construction work day (3:30 PM). Truck activity is expected to be uniformly distributed throughout the work day. Thus, an anticipated average of 30 trucks per day to the site translates to approximately 4 trucks per hour if distributed over an eight-hour work day.

Transit Boardings & Alightings



Daily Ridership:

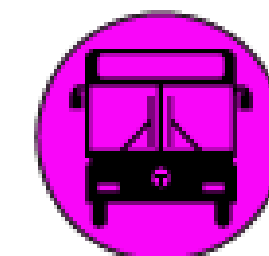
Subway:
~86,372

Bus: 51,355

Commuter Rail:
32,958

Amtrak: 981

Hubway: 614



Transit Riders



Initial Takeaways:

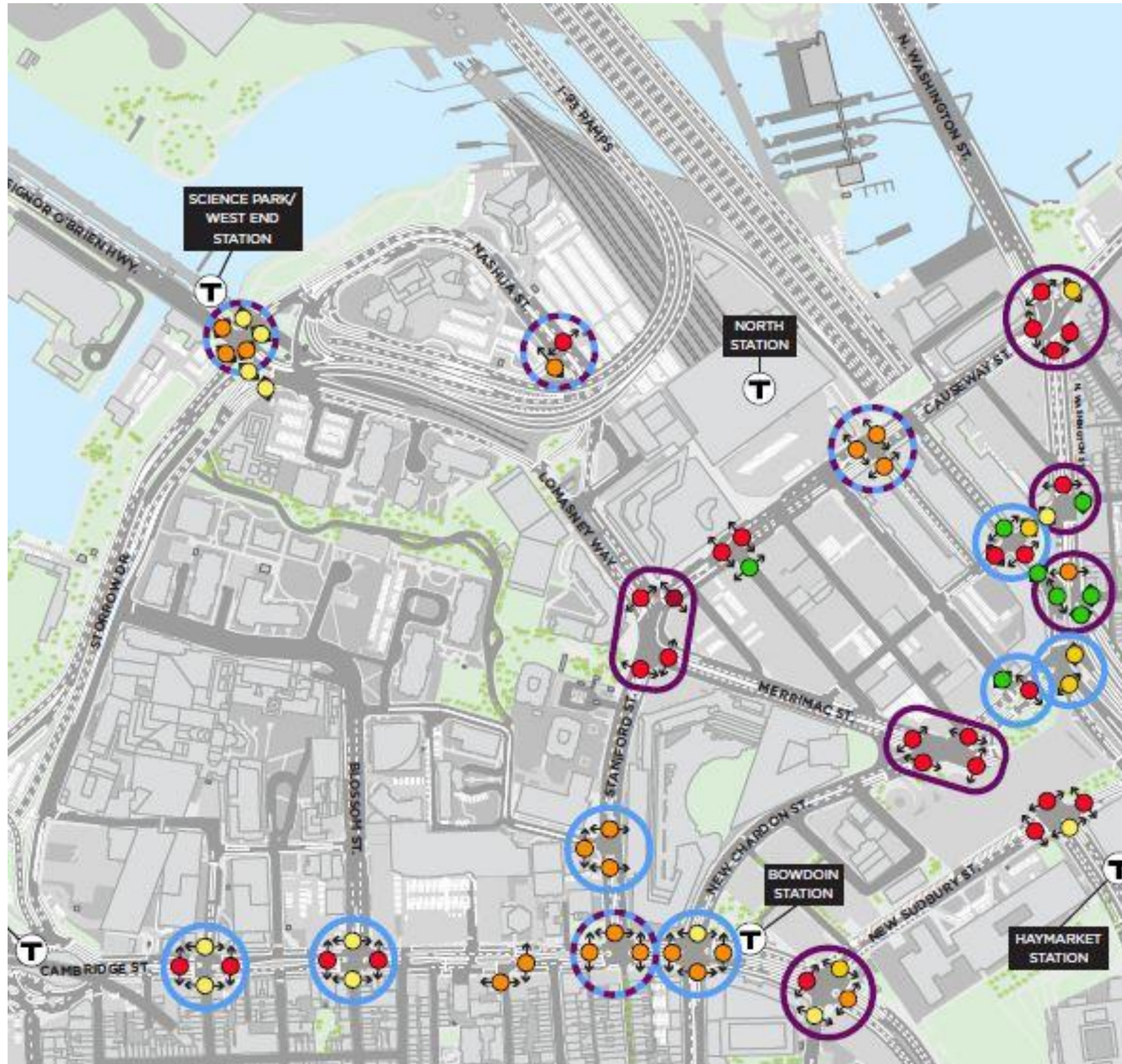
- Biggest pedestrian generators are North Station, MGH, and Haymarket Station.
- Most people on inbound buses on N. Washington exit their bus at the first stop after the bridge, at Medford Street (12,000 per day). This indicates that either there is a large demand from people who work near Medford, or the bus moves slower than pedestrian speed for the rest of its route.
- Three times as many people board the 4 Bus at North Station as alight at North Station. This indicates that people are more likely to use shuttles, Hubway or other means for their return trip.

Pedestrian Quality



Pedestrians

Pedestrian Delay



LOS	Average Ped. Delay	Likelihood of Ped. Noncompliance
A	<10 Seconds	Low
B	10-19 Seconds	
C	20-29 Seconds	Moderate
D	30-39 Seconds	
E	40-59 Seconds	High
F	>60 Seconds	Very High

	Pedestrian Signal Actuated
	Concurrent Pedestrian Phase
	Both Actuated and Concurrent



Pedestrians

Pedestrian Quality



Pedestrian Quality





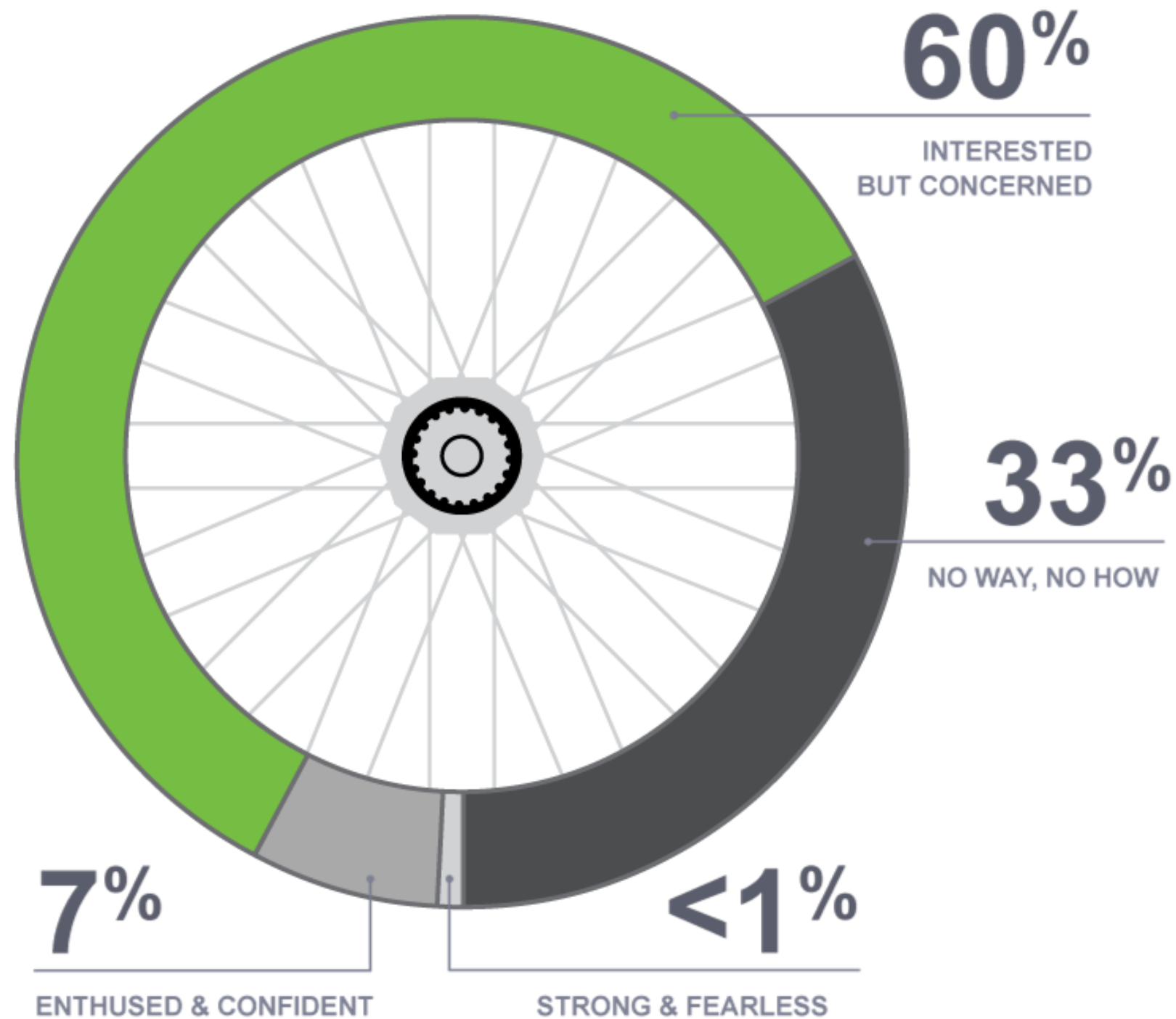
Initial Takeaways:

- Large volumes of pedestrians between MGH and North Station on a variety of routes.
- Access to some MBTA stations requires crossing heavy traffic, such as Charles Circle and Science Park.
- Many streets are difficult to cross and/or unpleasant to walk along.
- The pedestrian network provides better connectivity than the road network, there are many opportunities for improvements.

Bicycles



Four Types of Riders



Bicycle ridership can be increased, but improvements are needed.

Bicycles



Low Stress

Interested but Concerned Cyclists

Medium Stress

Enthusied and Confident Cyclists

High Stress

Strong & Fearless Cyclists



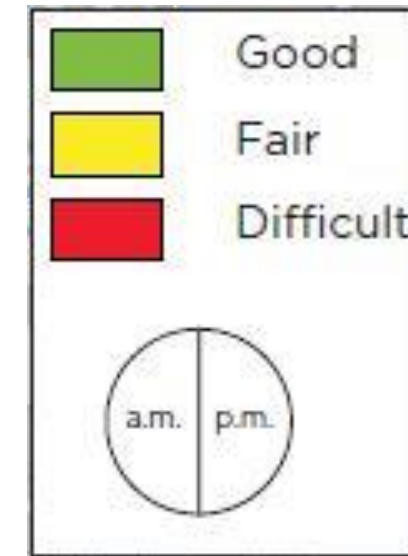
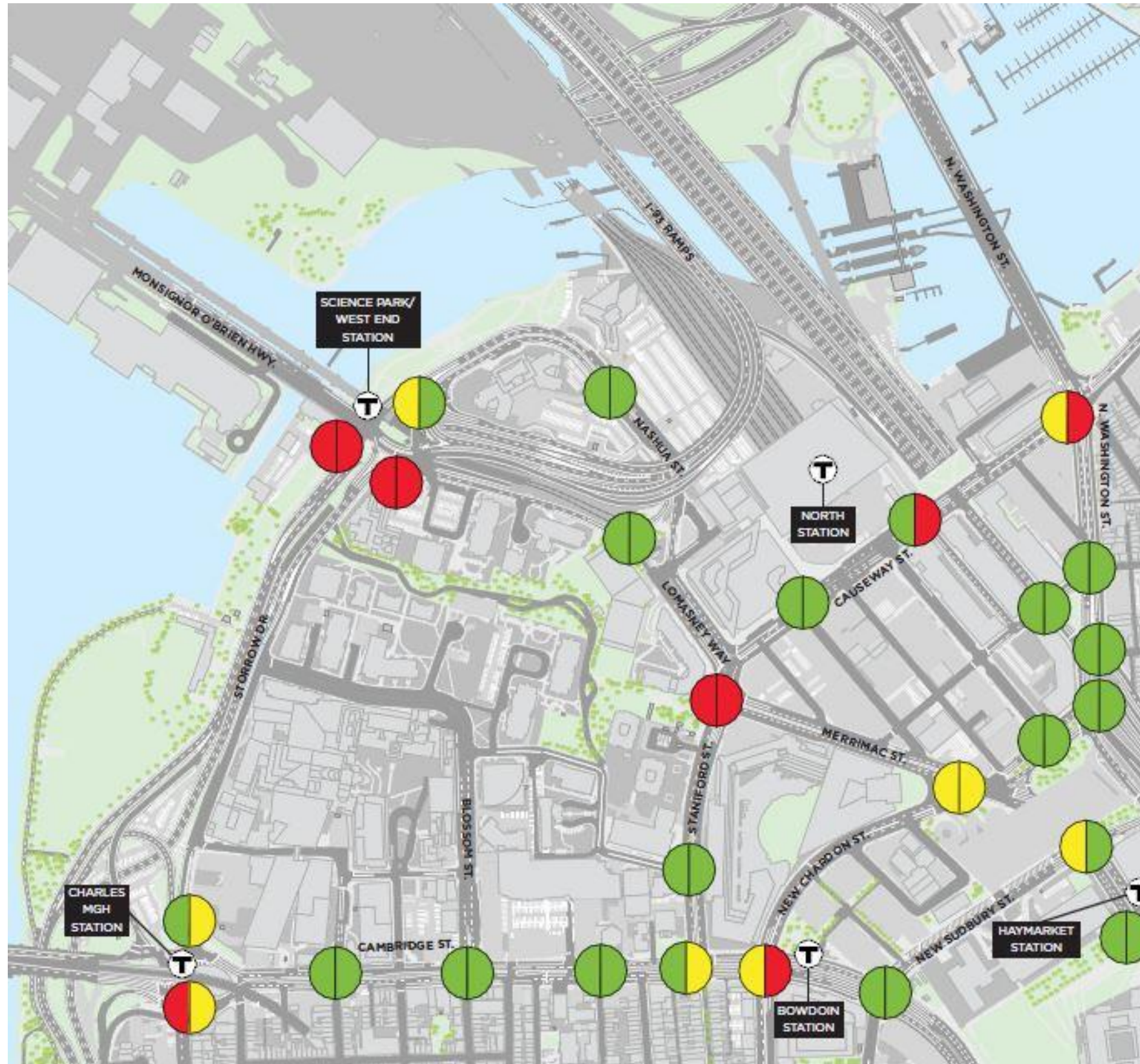
Bicyclists



Initial Takeaways:

- Many places are comfortable for cycling, but they are disconnected by busy roadways that scare away new riders.
- Connect Historic Boston and N. Washington Bridge are designed to improve connections and comfort.
- Observations indicate a demand between Causeway and the Craigie Bridge/Esplanade.

Motor Vehicles



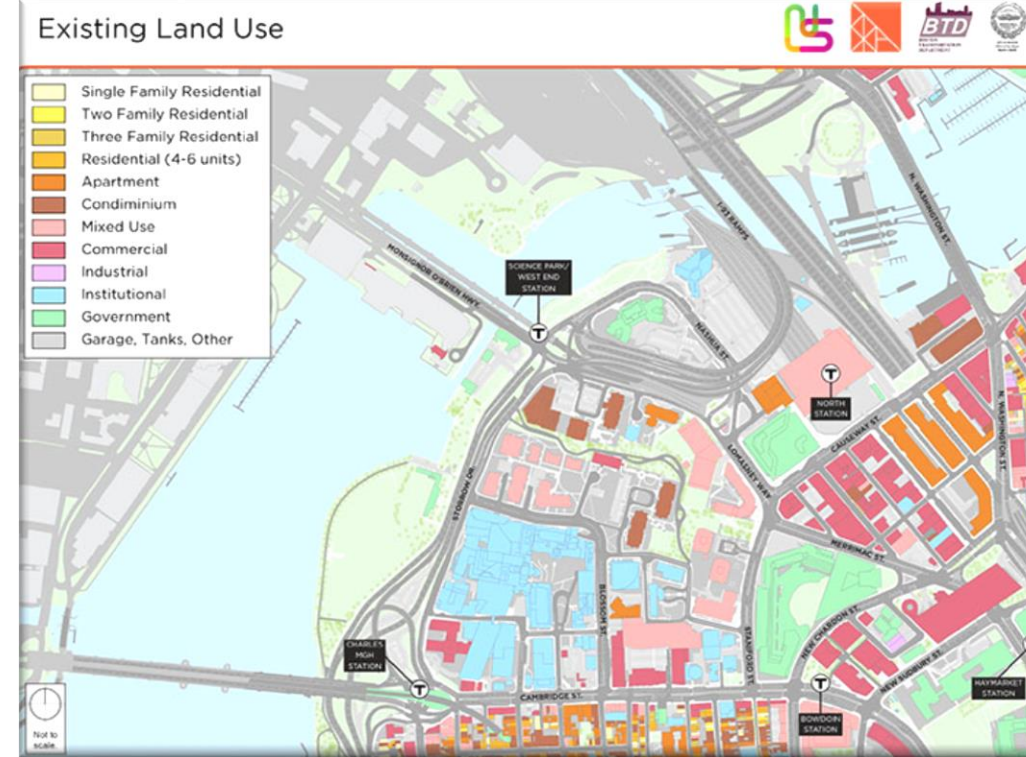
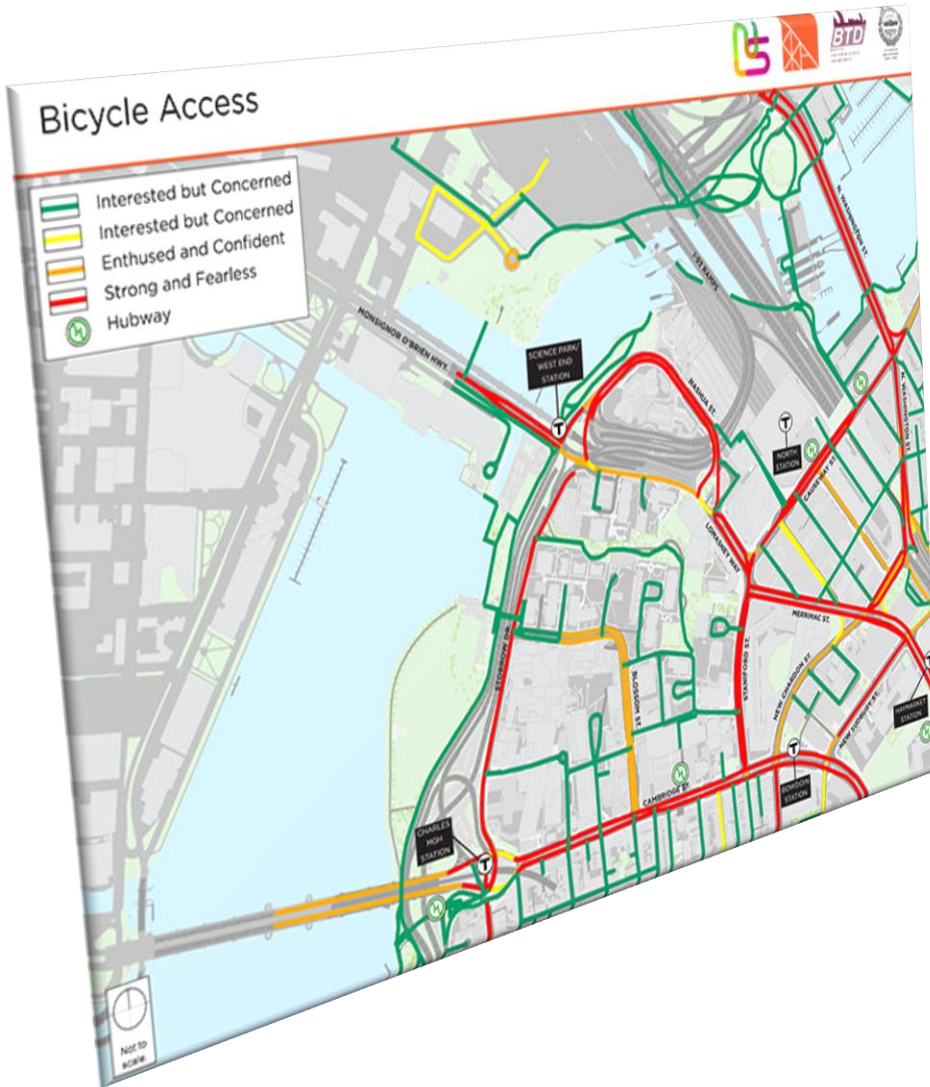
Drivers



Initial Takeaways:

- Keany Square and Leverett Circle (bridge access) are congested.
- There's little space to add lanes or capacity.
- Adjustments to increase/improve traffic flow may be possible through better curbside management, signal coordination, advanced signal technology, or other means.

Open House Boards



Breakout Sessions



1. Draw your daily route(s).

2. Write down the problems you experience and see.

3. Write down/draw your visions and ideas for change.

- **Blue for Walking**
- **Green for Biking**
- **Red for Transit**
- **Purple for Motorized**

Thank you!



- **Next meeting: Shared Goals**
 - Late July/Early August