

NORTH STATION AREA MOBILITY ACTION PLAN

Community-Suggested Action Item List–Rough Draft

The following list was compiled using community feedback from public meetings, pop-up feedback gathering sessions, an online wikimap, the City of Boston's Vision Zero Map, and emails and other communications from the community as part of the North Station Area Mobility Action Plan.

The ideas collected below are not committed projects, but rather ideas for projects and other initiatives that have been suggested by community members.

Please direct comments and questions to: Josh.Weiland@Boston.gov

Categories	Name of Suggestion	Location(s)	Description/Community Comment
Pedestrian Improvements			
	ADA Street Improvements		
	North Washington/ Bulfinch Triangle ADA improvements		
		New Chardon at Surface Road	ADA Signals, Ramps, etc.
		Valenti Way	Flatten slanted sidewalks for wheelchair access, winter safety, and pedestrian comfort
		Friend St.	Flatten slanted sidewalks for wheelchair access, winter safety, and pedestrian comfort
		Haverhill / Causeway	Move pole to reduce pedestrian conflict and increase ADA access to sidewalk
	Aides for the visually impaired	General	Ideas: better signage, tactile warnings, height of signs, different types of poles for bus stops
	Charles Street Sidewalk Improvements	Charles Street	Sidewalks, ramps, curb cuts, buffer from the street, and shelter
	Crossings, new additions		
	N. Washington at Medford St.	N. Washington at Medford St.	Crossings of N. Washington are too infrequent and don't follow pedestrian desire lines.
	Nashua St. Parking Lot/EZ Ride/ North Station Access	Nashua St. Parking Lot/EZ Ride/ North Station Access	Desire line for crosswalk near EZRide stop, crossing from Suffolk County Jail parking lot to North Station parking lot. Remove fence to unblock ped access and discourage speeding.
	Crossing/Signal Improvements		

		N. Washington at Thacher/Valenti	N. Washington at Thacher/Valenti	Crossings of N. Washington are too infrequent and don't follow pedestrian desire lines. Also pedestrian signal timing improvements including automatic ped signal (currently gives walk signal only when button is pressed).
		Keany Square	Keany Square	Crossings of N. Washington are too infrequent and don't follow pedestrian desire lines. Also one request for separate bike and ped crossings to get to the N. Washington Bridge. One request for exclusive pedestrian crossing. ADA Ramps and APS for signals.
		Rose Kennedy Greenway/Surface/ Cross St. at Haymarket Square/Sudbury St.	Rose Kennedy Greenway/Surface/ Cross St. at Haymarket Square/Sudbury St.	Crossings of N. Washington are too infrequent and don't follow pedestrian desire lines. Pedestrian ramps need repair.
		Crossing between Garden Garage and North Station/Nashua Street Residences	Crossing between Garden Garage and North Station/Nashua Street Residences	Garden Garage and Nashua Street Residences are changing either side, but the middle of the crossing between them may need some attention. Explore diagonal crossings from West End Place.
		Cambridge at Bowdoin	Cambridge at Bowdoin	Improvements to crossing conditions to mitigate jaywalking and increase safety
		Cambridge at Staniford	Cambridge at Staniford	Improvements to crossing conditions to mitigate jaywalking and increase safety. Pedestrian signal timing improvements
		Causeway St. Crossings	Causeway St. Crossings	Larger crosswalks and more waiting/sidewalk area to manage heavy crowds. Proposed crosswalk location around 251 Causeway between North Washington and Haverhill. New crosswalk at Medford/Causeway. New crossing at Beverly (north side) / Causeway. Ped Signal Timing improvements.
		Science Park	Science Park	Signalization and pedestrian priority, especially west-to-east (3 signals currently)
		Congress St and Haymarket Square/Sudbury Street.	Congress St and Haymarket Square/Sudbury Street.	Improve ped safety at intersection by slowing traffic at this right turn, lower the turning radius. Improved Pedestrian Signal Timing.
		Leverett Circle	Leverett Circle	Improved Pedestrian Timing, When drawbridge is up, pedestrians should still be allowed to cross Charles St (currently there is no ped signal when drawbridge is up). Right on Red at this location should not be allowed.

		Add signal controls at Lowell Square near the Garden Garage	Lowell Square	The area is currently unsignalized, lots of pavement, and no signal control so it's confusing to get through that intersection - people don't know who has the right of way.
		Improve access from and to Charles/ MGH station	Charles Circle	Current confusion with fire exit leaves people stranded. People find other crossings challenging as well. Audible signals overlap and are hard to comprehend for visually impaired.
	Pedestrian Bridges			
		Pedestrian overpass at Science Park Station	Science Park	
		South Bank Bridge	Between Beverly Street and Nashua Street	
		MBTA Drawbridge walkway	MBTA Drawbridge	Direct connection for pedestrians to North Station; ensure ADA and ped accessibility while bridge is being replaced.
		Wider Pathway Crossing Locks	The Locks	Allow for use of peds and bikes.
		Second story pedestrian bridge over Causeway	Causeway Street	Pedestrian bridge from TD Garden's second story (currently being used by the public)
		Pedestrian connection from Longfellow to Storrow ped bridge	Longfellow Bridge	Use new bridge to connect Longfellow bridge to Storrow ped bridge
	Pedestrianization/Shared Streets			
		Canal St. Pedestrianization	Canal Street	A few comments called for a full pedestrianization of street. Related are comments asking better crossings at Canal and New Chardon that allow people a direct route straight into downtown.
		Portland Street Pedestrianization	Portland Street	Treatment could be changed to give priority to pedestrians but still allowing cars to travel through.
		Temple Street Pedestrianization	Temple Street	Keep vehicular usage to a minimum on this route, which "serves as the natural extension of Staniford St for pedestrians en route to the State House and beyond"
	Raised Crosswalks/Intersections			
		O'Connell Way/ Connection behind tennis court	O'Connell Way/ Connection behind tennis court	for wayfinding connection between Thoreau Path and MGH

		New Chardon St @ Canal	New Chardon St @ Canal	Build raised crosswalk at Canal / mid-block New Chardon signal
		Crossing at 101 Merrimac	101 Merrimac	Traffic seldom slows for peds in crosswalk' -- traffic calming, signage needed
		Across Blossom at Charles	Across Blossom at Charles	Raised crosswalk / speed bump at intersection to slow cars turning from Charles down Blossom
		Across New Chardon at Bulfinch Place	Across New Chardon at Bulfinch Place	Reduce car speed on New Chardon, improve pedestrian visibility
		Across Sudbury at Hawkins St.	Across Sudbury at Hawkins St.	Desire line: crossing from Hawkins to JFK Federal and City Hall
		Across New Chardon at Canal	Across New Chardon at Canal	A way to discourage cars from blocking pedestrian flows
	Routes, New			
		Government Services Center Stairway Access	Government Services Center	Open the staircase connecting Merrimac St and Staniford Street to New Chardon St via the Government Services Center Courtyard. Improved pathway and wayfinding to allow people to walk through courtyard to New Chardon St.
		Pedestrian and bicycle connections from Lovejoy Wharf to Charlestown	Various	Either through locks, on new N Washington Bridge, or elsewhere; to link Lovejoy Wharf area to Charlestown and Paul Revere Park
	Sidewalk Improvements			
		Martha Road Sidewalk improvements	Martha Road	Martha Road's sidewalk is interrupted too often, raised crossings of driveways and a widened sidewalk with more trees, benches and ped amenities would improve comfort.
		Canal Street Reconstruction/ Pedestrian Realm Improvements	Canal Street	Sidewalk on one side is narrow, op to remove parking on one side and/or change street treatment to more pedestrian friendly. Also update of sidewalk design and furnishings to be more open and programmable. Opportunity for lighting & signal timing improvements as well
		Wider sidewalks in Bulfinch Triangle	Bulfinch Triangle	
		Sudbury St sidewalk connection	Sudbury @ JFK Building backside	Sidewalk disconnected by two curb cuts at JFK Federal Building parking/loading zone. Improve ped infrastructure by adding sidewalks before / as part of Government Center Garage construction

		Charles St Sidewalk Improvements	Charles Street	widen sidewalks, add green space/trees
		Add sidewalk along JFK Surface Rd in front of Haymarket Station	Surface Road	"There is no sidewalk here for pedestrians, just bumpy concrete."
		Wayfinding		
		BlindSquare Partnership for wayfinding	Various	Partnering with an app developer such as BlindSquare could provide opportunities to improve indoor/outdoor detailed wayfinding and information for the visually impaired.
		MGH to North Station Wayfinding (Ped)	Various	Better Pedestrian Wayfinding connecting MGH to North Station using Thorough Path. Could include both outdoor routes and indoor routes (within MGH)
		Thermoplastic Wayfinding Markings to indicate paths (a la Walk Boston)	Various	Applicable in areas inside N. Station and surrounding walkways, as well as throughout the planning area.
		Wayfinding and lighting for connection under Zakim from North Station to Charlestown locks	Between North Station and Beverly Street.	Improve lighting and wayfinding for path underneath Zakim bridge, connecting North Station entrances with Charlestown locks
		Ferry wayfinding	Lovejoy Wharf in the future	Wayfinding signage to get people to walk to ferries.
		Traffic Calming		
		Science Park Signal Timing	Science Park	Adjust signal timing around Science Park
		Merrimac St traffic calming	Merrimac Street	narrow Merrimac, add separated bike lane, pedestrian refugee islands
		Large vehicle ban on Cardinal O'Connell Way	Cardinal O'Connell Way	Ban trucks and busses from Cardinal O'Connell Way. "too narrow and there are 2 dangerous bends in the road"
		Blossom St Road Diet	Blossom St	Remove Median. Road Diet would improve crossings, turning lanes could be maintained.
		Charles St Road Diet & signage improvements	Charles St	Narrow Charles St, put in more green space, widen sidewalks, and add protected bike lane. Improve signage to minimize lane-crossovers at Storrow Dr split.
		Sudbury St Road Diet / Traffic Calming	Sudbury St	calm traffic / narrow Sudbury St to reduce danger and speed at ped. crossings

	Other			
		Heated Sidewalks	Various	Instead of shovels and plows
		Pedestrian tunnel from North Station to MGH	West End	
		Better Pedestrian accommodations during construction plans	Various	Construction Management Plans should aim to keep sidewalks continuous on both sides of the street
		MGH Thier Building Access	Thier Building, Blossom Street	Work with MGH to keep Thier Building access open later. Useful shortcut to get from the West End to MGH / Charles
		Re-design ped access to and within North Station	North Station/TD Garden	Separate TD Garden crowds from Commuter Rail / Amtrak access.
Bicycle Improvements				
	Bike Parking			
		Bike Parking and Cages at North Station	North Station	Current bike parking takes place on the railings behind the station, which is covered but temporary and interferes with ADA.
		Bike Parking in Bulfinch Triangle	Various Locations in Bulfinch Triangle	
	Bikeways, On-Road			
		Charles River Dam Road Bike Accommodations	Charles River Dam Road	Bike accommodations from O'Brien / Dam Road through Science Park crossing
		Martha Road/Lomasney Way Bike Accommodations	Martha Road/Lomasney Way	Bikeways to address sidewalk- and wrong-way riding.
		Cambridge St. Protected Bike Lane	Cambridge Street	
		Cardinal O'Connell Way Bike Accommodations	Cardinal O'Connell Way	
		Merrimac St. Bike Accommodations	Merrimac Street	
		Blossom St Bike Lane	Blossom Street	
		Charles Street Protected Bike Lane	Charles Street	To connect Longfellow Bridge / Charles Circle to Nashua St / Science Park

		Rose Kennedy Greenway Bike Accommodations	Rose Kennedy Greenway	Reduce sidewalk riding and bike/ped conflict by improving bike facilities along Cross St and leading to Greenway., or allow bikes on Greenway
		Nashua Street Bike Accommodations	Nashua Street	People worry about speeding through area. After sitting in congestion on Causeway, there is hardly a back up here.
		Sudbury Street Bike Accommodations	Sudbury Street	Add bike facility called for in Boston Bike Network Plan. Narrowing or reconfiguring parking needed. Reduce Police Parking.
		New Chardon Street Protected Bike Lanes	New Chardon Street	
		North Washington Street Bridge Protected Bike Lanes	N. Washington Street	
	Bikeways, off-road			
		Create Separation between Bikes and Peds along Charles River	Charles River Path	Comment written on the section of path between Longfellow and Craigie. 2 paths exist in wider section of Esplanade further west
		Charles River Path underpass beneath Charles River Dam Road on Boston Side	Charles River Path and Charles River Dam Road	Connect to Nashua St. Park
		Longfellow Bridge to Charles River Path Bike Accommodation	Longfellow Bridge	Direct, safe, legal connection to get people on foot and bike from the path up onto the Longfellow bridge and back.
	Bridges			
		CHB to Future Green Line Community Path Connection	Various Possible Locations	Bridge over River and improvements to Dam
		South Bank Bridge	Between Beverly Street and Nashua Street	From Nashua St. Park to Converse
	Construction Mitigation			
		North Washington St Bridge - interim signage for bikes on sidewalks	N. Washington Street Bridge	Add signage inviting bikes to use sidewalk until reconstruction is complete, and remind bikers to yield to pedestrians.
	Enforcement			

		Sidewalk Riding	Martha Road	Address issues of bikes not following regulations (i.e. bikes traveling opposite directions on Martha Road and on sidewalk).
	Hubway			
		North Station Hubway	North Station	North Station Hubway station is being relocated by Connect Historic Boston and needs a new permanent location, possibly Legends Way.
		North Station Hubway	North Station	Hubway could use infrastructure or a location for staging bikes at peak hours to improve availability.
		Additional Hubway dock locations throughout district	Various	Work with City and Hubway to add dock locations
	Intersection Treatments for Bicycles			
		Keany Square Protected Intersection	Keany Square	Rebuild intersection with protected lanes for bikes and shorter crossings for peds; integrate with CHB on Causeway / Commercial & N. Washington Bridge
		Charles Circle Protected Intersection & signals	Charles Circle	Difficult geometry, but idea is for safer connections that go beyond paint
		Two-Stage Turn Queue Box at Keany Square	Keany Square	left turns from Causeway to North Washington Street for Connect Historic Boston or Bridge
	Wayfinding			
		Wayfinding to the Footbridge to Charles River near Blossom Street.	Charles Street and Blossom Street	
		Bike wayfinding from Charles River Path	Various	Comments ask for wayfinding signage system to go with the Charles River path. Seems to point to confusion about best way to get from the river to the Greenway, North Point Park, Paul Revere Park, Harborwalk, especially with tourists using Hubway and CHB.
	Transit Improvements			
	MBTA			
		Red-Blue Connector	Downtown Boston	
		North-South Rail Link	Downtown Boston	
		North Station Expansion	North Station	

		Expand Bus #4 Service and Market/Provide Better Signage	MBTA Bus Route #4	Service currently has no mid day or evening buses
		North Station to Airport Bus	Various Possible Routes	Add Logan Express route from North Station to avoid Commuter Rail -> Green -> Blue -> Shuttle transit route
		Explore curb extensions at all bus stops	Various	
		Extend Brighton-bound bus routes from Kenmore/Copley to North Station	Various Possible Routes	Trips to Brighton (e.g. St. Elizabeth's Medical Center) currently take more than an hour.
		Retain busway capacity at Haymarket Station	Haymarket Station	Utilize Government Center Garage construction to integrate improvements to Haymarket Station.
	Shuttles			
		Seaport Shuttle Consolidation	Various	Consolidation of Seaport Shuttles.
		Curbside Shuttle Management at Causeway Street (also mentioned in Curb Use Improvements)	Causeway Street	Numerous shuttle buses serve North Station but boarding procedures are unclear, causing confusion and delaying buses and traffic. Consider new locations for shuttle drop off/pick up.
		Shuttle layover Space	Nashua Street Suggested	Create layover space for buses including EZRide, to remove them from idling in travel lanes.
	Transit Priority			
		Extend North Washington St. dedicated bus lane	North Washington Street	Extend the dedicated bus lane to Haymarket with signal pre-emption down North Washington Street
		North Washington St bridge bus lane	North Washington Street Bridge	Build and integrate
		E-Z Ride Shuttle Route Improvements	EZ Ride Route	Possibility for an exclusive bus lane over Charles River Dam and other improvements to speed of shuttles in area
		Bus-Bike Lane on Charles River Dam Road	Charles River Dam Road southbound	Add restricted-use lane for emergency vehicles, buses, and bikes to avoid congestion headed towards hospital
		Bus priority facilities to South Boston Waterfront	Downtown Boston	Could go along Congress Street
	Water Transportation			

		Lovejoy Wharf Ferry service	Lovejoy Wharf	Opportunities for ferry service, with possible contributing capital sources including Water Taxi, and T. Opportunity for stop at Lovejoy Wharf/131 Beverly. Explore various inner harbor destinations
		Charles River Ferry Service	Various Possible Locations	Explore opportunities for ferry/water taxi service along the Charles River connecting to points in Cambridgeport, Allston, etc.
Curb Use Improvements				
		Causeway Shuttle Bus Stop Improvements	Causeway Street	Enhancing passenger experience and formalizing boarding of shuttle buses in and around N. Station. Consider new locations for shuttle drop off/pick up.
		Pick Up/Drop Off Spaces	Uber/Lyft/Taxi Stop at Causeway Street for North Station	Designated pick up drop off zones, reduces conflicts with bikes and peds.
		Pick Up/Drop Off Spaces	Uber/Lyft/Taxi Stop at Cambridge Street at Whole Foods	Designated pick up drop off zones, reduces conflicts with bikes and peds.
		Pick Up/Drop Off Spaces	At West End Place, 50 Staniford, and/or William O'Connell Way	Add drop-off area serving "80+ children under the age of 18 and 90+ people over the age of 65" in residential building. Create dedicated drop-off area along William O'Connell Way to reduce traffic blockages and queue spillback onto Staniford Street. Restructure exit from West End Place driveway to allow left turns; current config requires crossing lanes and navigating signals at Causeway St light.
		Pick Up/Drop Off Spaces	Along Causeway	Add dedicated drop-off / delivery spaces along Causeway to reduce blocking and improve traffic flow
		Pick Up/Drop Off Spaces	Move Pick Up/Drop Off for events to Merrimac Street from Causeway Street	Use width of street for drop-off/pick-up parking for limos, commercial vehicles, private and police vehicles.
		Pick Up/Drop Off Spaces	Beverly Street Shared Valet Zone	Create shared valet zone for restaurants and hotels
Motorized Traffic Improvements				
	Directional Changes			
		Explore directional changes on Valenti Way	Valenti Way	Include one-way westbound; two-way; and one-way toward Haverhill St.

		Evaluate other directional changes within Bulfinch Triangle	Bulfinch Triangle	
	Don't Block the Box Markings			
		Don't Block the Box Markings at all intersections	Priority for approaches to highway on ramps	
		Cambridge Street	Various Intersections on Cambridge Street	Cars end up blocking crosswalks, intersections, fire station, etc.
		For driveway of Charles River Plaza	Cambridge Street, East of S. Russell St.	Would help left hand turning vehicles access the plaza.
	Event Management			
		Haverhill/Valenti Street one-way during events	Bulfinch Triangle	Haverhill or Valenti to be one-way following events at TD Garden away from Causeway to 93
		Event Management Plan		Meet with Boston Police and TD Garden to re-evaluate/update current event management plan, identify improvements that could ease event management, and plan changes following the completion of Avalon North Station, Garden Garage, CHB, and other on-going projects.
		Develop Event shuttle and parking program to route vehicles away from TD and other venues		
	Geometrical Roadway Changes			
		Staniford St mid-block U-Turns	Staniford St @ Longfellow Place	Restrict mid-block U-turns along Staniford St
		Staniford St median replacement		Replace median on Stanford with thin median like Merrimac - "The lack of median encourages drivers to think of this as a high-speed through-way, instead of a dense urban shared resource. A thin median like on Merrimac St. would be appropriate and would calm traffic."
	Intersections/Signals			

		Changes to Left turn from N. Washington St. onto Medford St.		Current turn is dangerous and backs up roadway. Could either make the turn safer or eliminate left turn at location
		N Washington onto Causeway unrestricted left		If Medford St reverses direction, all-hours access will be needed for residents of Causeway St
		Leverett Circle/93 Off Ramp Signalization		Signal Cycle Needs Study, slight improvement may be possible. Rush hour 'gridlock' (WikiMap)
		Addition of left-hand turn signal into Charles River Plaza		Westbound traffic blocks access for left hand turners.
		Emergency Preemption at Intersections		Would alleviate some concerns about EMS access to the neighborhood (e.g. Leverett Circle, Lowell Square)
		Cambridge Street at Somerset Street		Assess signal cycle and timing.
		New Chardon Street at Bulfinch Place		Assess signal cycle and timing.
		Lowell Square	Merrimac Street, Staniford Street, Lomasney Way.	Assess signal cycle and timing.
		Martha Road Signal Offsets	Martha Road	Cars are speeding to make lights. (Mentioned also under traffic calming).
		Allow Right on Red at Nashua/Charles River Dam	Nashua/Charles River Dam	Full-Time Allow Right on Red at Nashua St and Charles River Dam
		Roundabout at Lowell Square	Lomasney Way, Merrimac Street, Staniford Street	Replace intersection with traffic circle.
		Traffic Management Cameras	Various	Pursue TMCs at all signalized intersections to allow traffic monitoring.
		Roadway Expansions		
		Restore 3-lane width on N Washington Bridge		Restore width of N Washington to deal with future traffic demand from Partners and Wynn casino
		Signage/Pavement Markings		
		Haymarket Sq lane marking and signage	Haymarket Sq	Add overhead signage and lane markings from Haymarket Sq to Cross St, to reduce lane confusion. Address lane-crossing at Haymarket and Congress.

		Cambridge St into Charles Circle lane markings and turn radius	Charles Circle	Refine lane markings and transfer from Cambridge St past North Grove into Charles Circle, to reduce confusion and friction between cars and bikes. Large trucks cannot make turns, causing further friction.
Parking				
		Help people find available parking faster with parking wayfinding systems		Parking sensors for available spots, potentially including garage spaces - opportunity for an app. District map of resident and visitor parking.
		North Station resident pass		Resident ID to get in and out of garage during events at TD Garden
		Enforce no-parking for police vehicles		Police park on curve in front of courthouse plaza at Merrimac onto New Chardon, causing congestion. Also allow Sudbury St.
		Replace meters with flexible paper ticketing		"Replace fixed meters with flexible paper ticketing system. This will allow for more cars to be parked in a smaller area. This increases revenue and encourages smaller cars (they fit in flexible spaces better)"
Transportation Demand Management Improvements (non-infrastructure)				
		Increase awareness of all transportation options		Create app, promote existing app, or other market existing information service (e.g. A Better City) inclusive of public transportation, privately operated shuttles, ride sourcing, bike sharing, carsharing etc. A one stop source for real-time information. Build off of the Transit App which the MBTA has just initiated.
		Congestion Pricing for the West End	West End (particularly around TD Garden)	To discourage vehicle traffic particularly during events
		Dynamic Parking Pricing		Places where event parking is common is a good pilot location
		Parking Benefit District		Proceeds go to local economic development
		Make sure local parking costs more than commuter rail		"cheaper to drive from Acton"
Placemaking Improvements				
		Cover I-93 On/Off Ramps		Build on top of them.
		More Green Space in Bulfinch Triangle	Bulfinch Triangle	Between Merrimac and N. Washington, there is some green space up at Portal Park, but this area has very little.

		Improve Beverly Street near the Locks (currently a parking lot).	Beverly Street.	More inviting entrance to dam crossing at end of Beverly St., removal of jersey barriers.
		Create Greenspace at corner in front of Government Services Center	Staniford Street and Merrimac Street	Currently used as parking.
		Expand Portal Park	Causeway Street and Beverley Street	Add green space to North Station area, create "idle space" where commuters can pause.
		Remove or lower brick wall at 2 Longfellow	Longfellow	to improve sightlines and enhance ped. safety
Construction				
		Area-wide construction management plan	Area-wide	Should include both roadway/infrastructure construction and development project construction in order for planning better for impacts