



Northern Avenue Bridge Community Meeting June 2019



June 3, 2019

Mayor Martin J. Walsh

Core Objectives





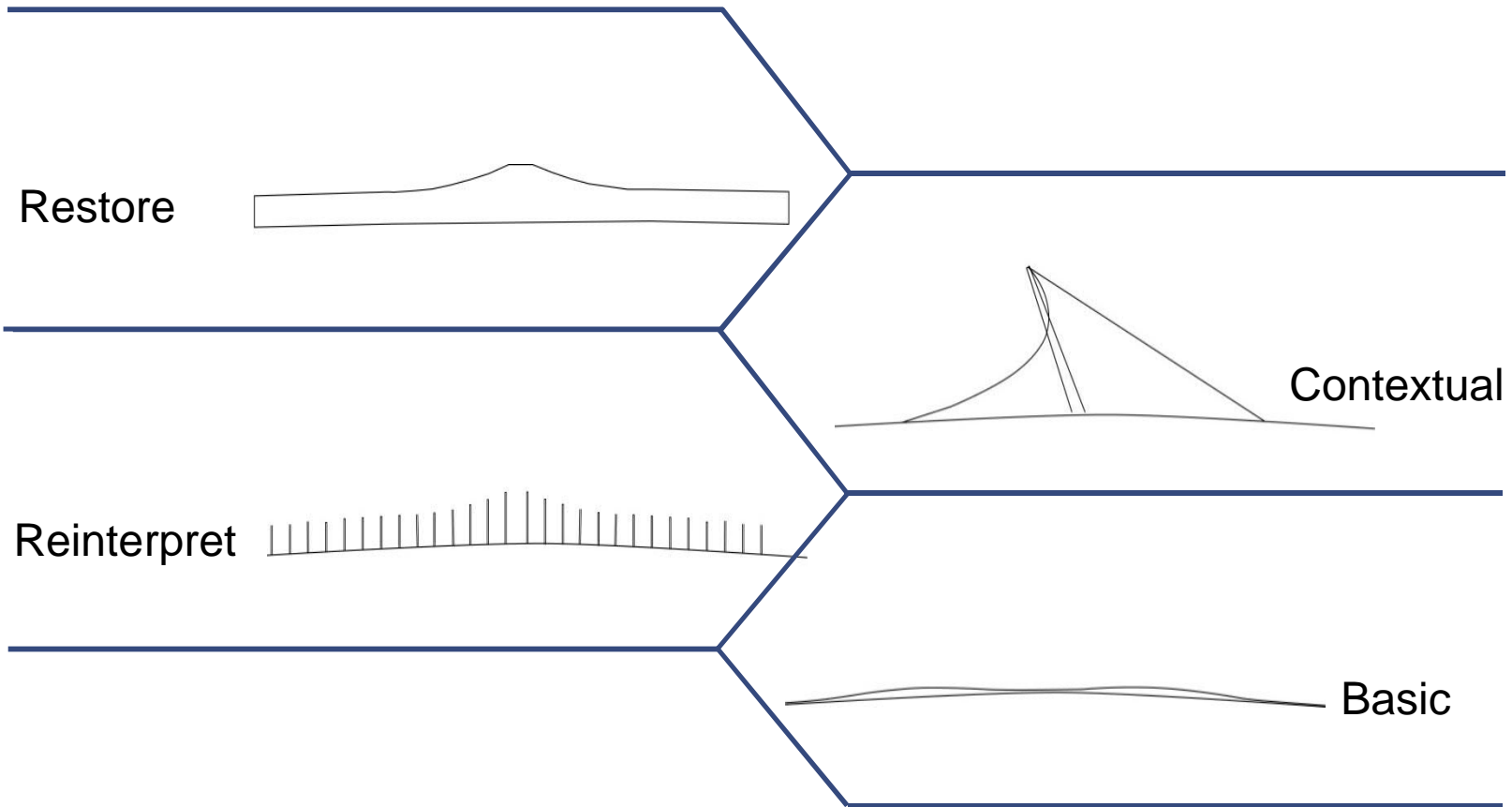
Advisory Task Force



- Rick Dimino, A Better City Vice, *Chair*
- Sara McCammond, Fort Point Neighborhood Association, *Vice Chair*

- Kathy Abbott, Boston Harbor Now
- Dennis Callahan, MA Convention Center Authority
- Carol Chirico, Government Services Administration
- Senator Nick Collins, MA State Senate
- Handy Dorceus, Tufts University
- Councilor Michael Flaherty, Boston City Council
- Councilor Ed Flynn, Boston City Council
- Gregory Galer, Boston Preservation Alliance
- Susan Goldberg, US Federal Court
- Susanne Lavoie, Wharf District Council Representative
- Representative Stephen Lynch, United States Congress
- Richard Martini, The Fallon Company
- Bud Ris, Green Ribbon Commission
- Patrick Sullivan, Seaport Transportation Management Association
- Stacy Thompson, LivableStreets

1. *Presentation: Design Directions*
2. *Presentation: Potential Widths*
3. *Presentation: Budget Ranges*
4. *Breakout Session: Feedback*





RESTORE





Animated "LIDAR" Survey Raw Data

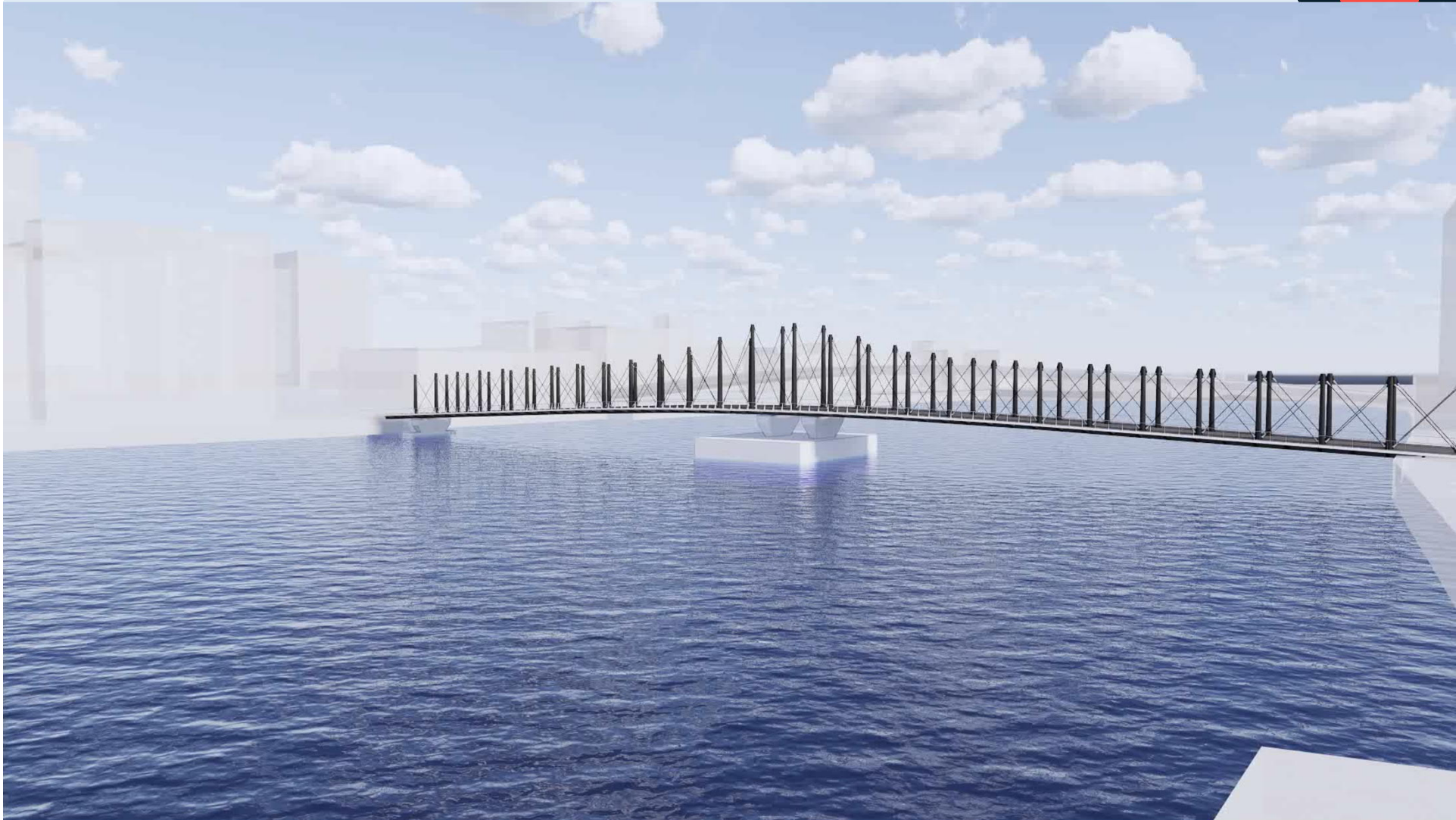


REINTERPRET



The bridge profile reinterprets the existing bridge while being inspired by the local context and history





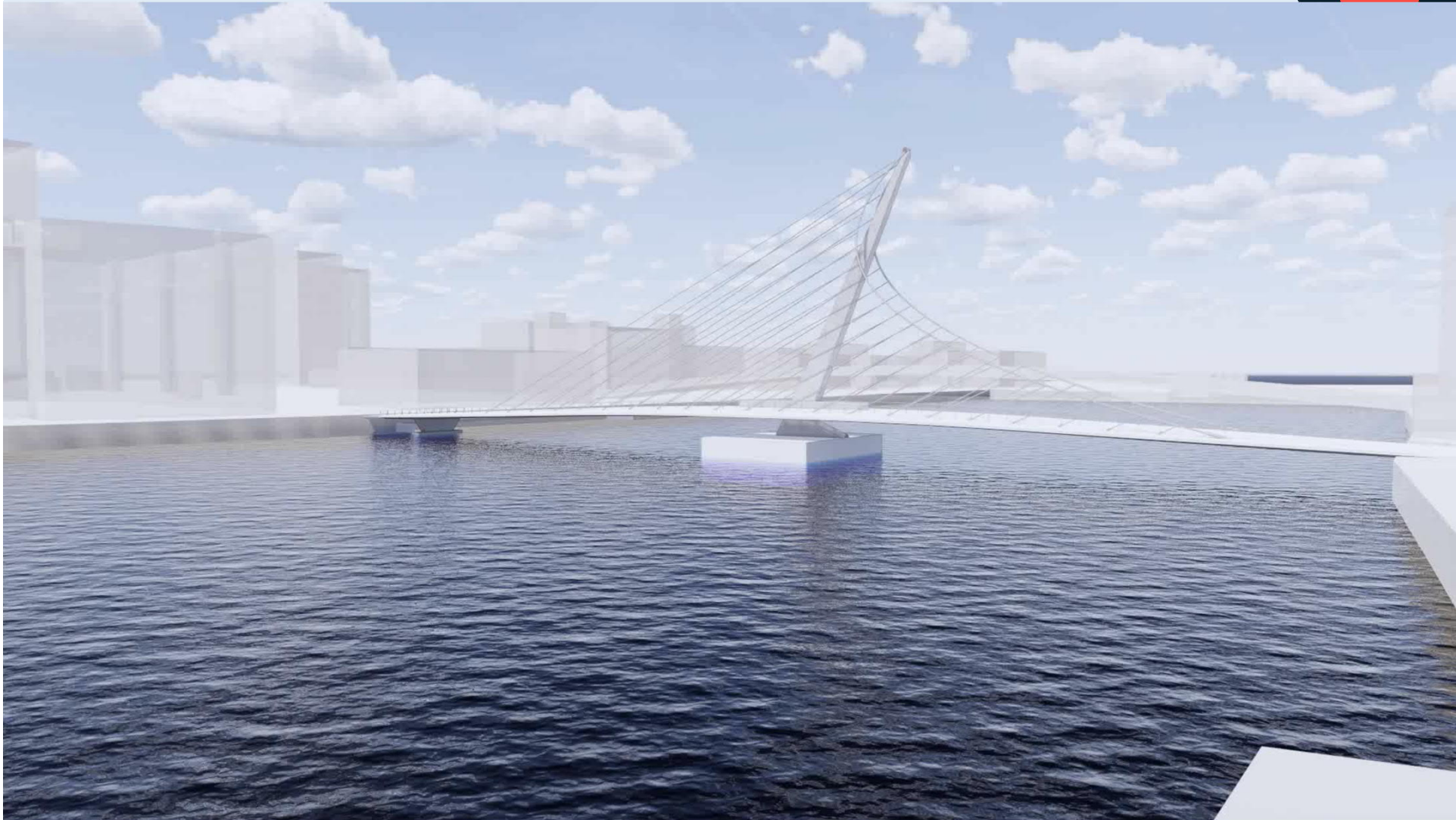


CONTEXTUAL



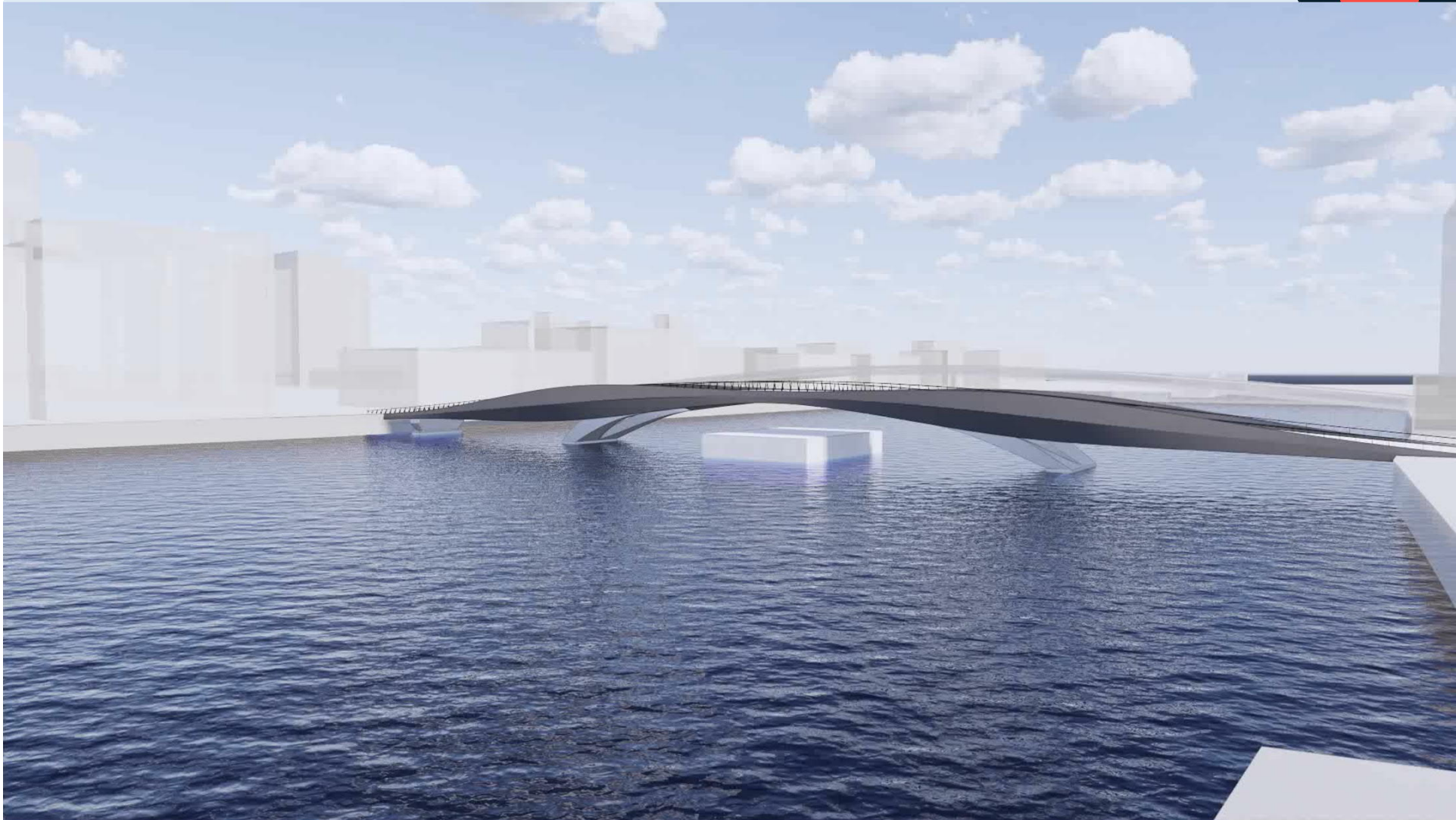




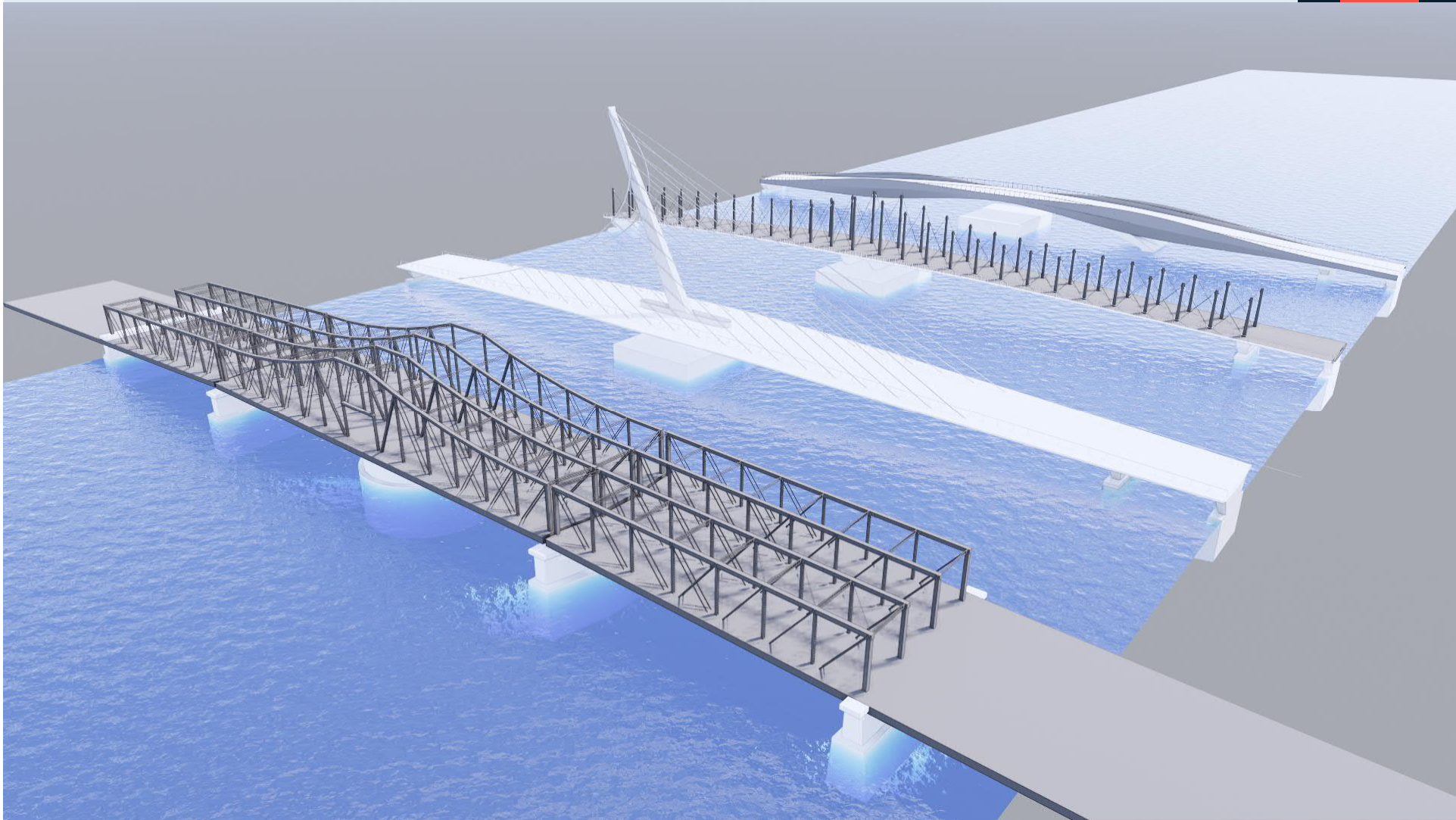








BRIDGE STYLE CONCEPTS



1. *Presentation: Design Directions*
2. ***Presentation: Potential Widths***
3. *Presentation: Budget Ranges*
4. *Breakout Session: Feedback*



CHOOSING A PREFERRED WIDTH



Potential Uses

1. Pedestrian & Bike Bridge
2. Emergency Access to the Pavilion
3. Emergency Evacuation
4. Placemaking on the bridge
5. Vehicular Lane

Potential Uses

1. **Pedestrian & Bike Bridge**

2. Emergency Access to the Pavilion

3. Emergency Evacuation

4. Placemaking on the bridge

5. Vehicular Lane

- Anticipated Pedestrian Volumes of 2500 PM Peak Hour
- Anticipated Bike Volumes of 250 PM Peak Hour
- These demands would warrant separation of pedestrians and bicycles
- Provides for an improved Harborwalk Experience
- Universally supported by MATF

Potential Uses

1. Pedestrian & Bike Bridge
2. **Emergency Access to the Pavilion**
 - Pavilion is a separate project.
 - Boston Fire Department standards are 20' for emergency operation
 - Not preferable to occupy the same space as an evacuation area
3. Emergency Evacuation
4. Placemaking on the bridge
5. Vehicular Lane

Potential Uses

1. Pedestrian & Bike Bridge

2. Emergency Access to the Pavilion

3. **Emergency Evacuation**

4. Placemaking on the bridge

5. Vehicular Lane

- Significant Security Concerns Associated with the U.S. Courthouse
- Required minimum width for emergency through lane is 14 Feet
- Should not be the same space as used by pedestrians if supporting two directions of travel
- Unanimously supported by the MATF

Potential Uses

1. Pedestrian & Bike Bridge
2. Emergency Access to the Pavilion
3. Emergency Evacuation
4. **Placemaking on the bridge**
5. Vehicular Lane

- Separate from space dedicated to the flow of people across the bridge, this would be dedicated space for gathering, events or a café / retail experience
- While a principal feature of entries to the design competition, the MATF has, in general, voiced a preference for making the bridge an enjoyable experience to cross, not necessarily a destination to stop on

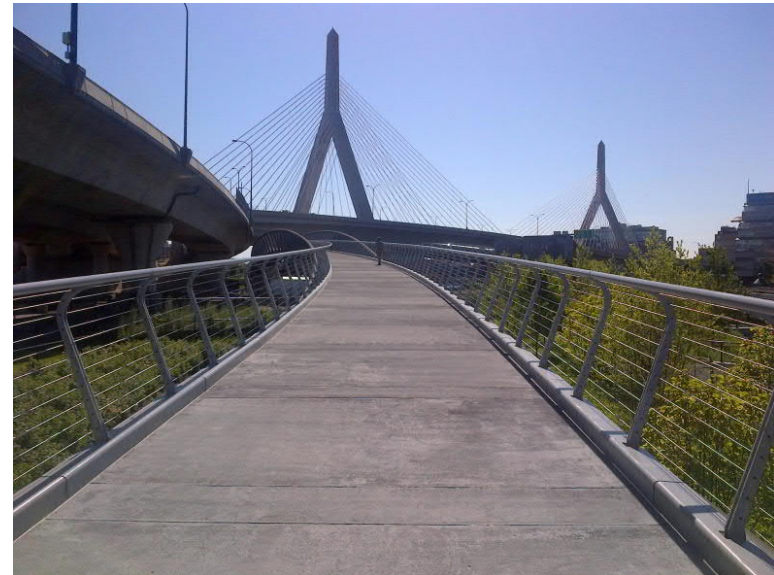
Potential Uses

1. Pedestrian & Bike Bridge
2. Emergency Access to the Pavilion
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4. Placemaking on the bridge
5. Vehicular Lane

Three different types of vehicle lanes have been discussed:

1. A redundant vehicle lane that can be used when Moakley, Summer or Congress are being reconstructed
2. A Bus Rapid Transit Lane, for downtown-bound shuttles and buses
3. A downtown-bound lane open to general travel

POTENTIAL USE	WIDTH
	12 FT
1. Pedestrian & Bike Bridge	✓
2. Emergency Access	
3. Emergency Evacuation	
4. Placemaking on the Bridge	
5. Vehicular Lane	



North Bank Bridge, Charlestown, MA

Too narrow for pedestrian and bicycle volumes

POTENTIAL USE	WIDTH
	24 FT
1. Pedestrian & Bike Bridge	✓
2. Emergency Access	✓
3. Emergency Evacuation	
4. Placemaking on the Bridge	
5. Vehicular Lane	



Stone Arch Bridge – Minneapolis, MN

✓ = Meets Potential Use

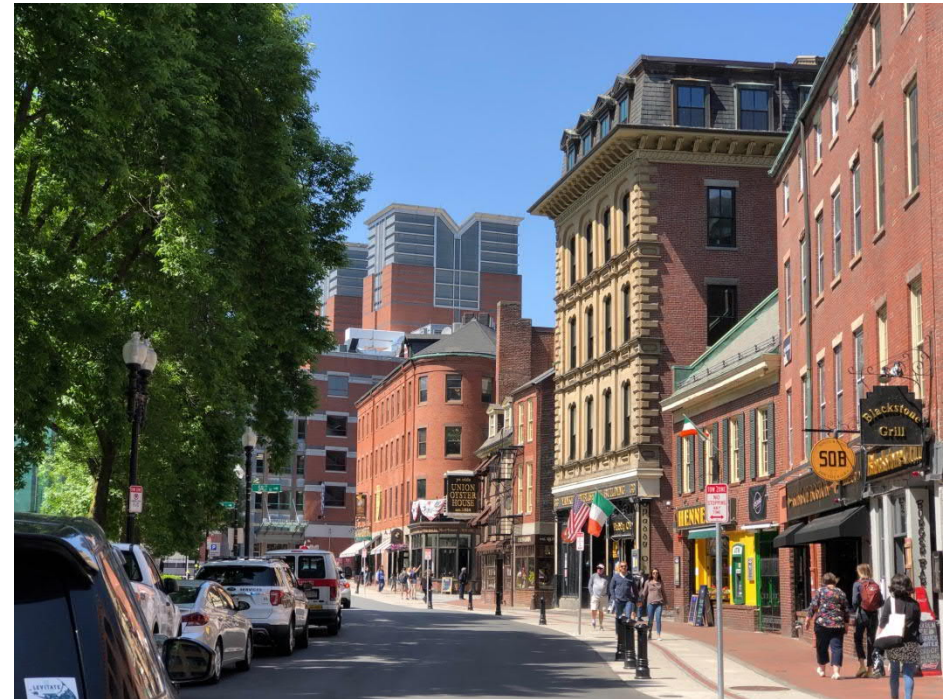
✓ = Can Accommodate Potential Use, But not Ideal

POTENTIAL USE	WIDTH
	30 FT
1. Pedestrian & Bike Bridge	✓
2. Emergency Access	✓
3. Emergency Evacuation	✓
4. Placemaking on the Bridge	<i>(Limited)</i>
5. Vehicular Lane	<i>(Temporary only)</i>



Palmer St., Cambridge, MA (Harvard COOP)

POTENTIAL USE	WIDTH
	42 FT
1. Pedestrian & Bike Bridge	✓
2. Emergency Access	✓
3. Emergency Evacuation	✓
4. Placemaking on the Bridge	✓
5. Vehicular Lane	or
	✓



Union St., Boston, MA

POTENTIAL USE	WIDTH
	56 FT
1. Pedestrian & Bike Bridge	✓
2. Emergency Access	✓
3. Emergency Evacuation	✓
4. Placemaking on the Bridge	✓ and/or
5. Vehicular Lane	✓



Brattle St., Cambridge, MA (at Mass Ave)

POTENTIAL USE	WIDTH
	64 FT
1. Pedestrian & Bike Bridge	✓
2. Emergency Access	✓
3. Emergency Evacuation	✓
4. Placemaking on the Bridge	✓
5. Vehicular Lane	and/or ✓



Existing Northern Avenue Bridge



BRIDGE SIZE SUMMARY



POTENTIAL USE	WIDTH					
	12 FT	24 FT	30 FT	42 FT	56 FT	64 FT
1. Pedestrian & Bike Bridge	✓	✓	✓	✓	✓	✓
2. Emergency Access		✓	✓	✓	✓	✓
3. Emergency Evacuation			✓	✓	✓	✓
4. Placemaking on the Bridge				✓	✓	✓
				or	and/or	and/or
5. Vehicular Lane				✓	✓	✓

✓ = Meets Potential Use

✓ = Can Accommodate Potential Use, But not Ideal

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SUMMARY OF FUNDING



City Funding

● General Obligation Bonds	\$ 31 M
● <u>Parking Meter Fund</u>	<u>\$ 15 M</u>
	\$ 46 M

Federal Funding

● 2005 SAFTEA-LU Earmark #1	\$ 2 M
● 2005 SAFTEA-LU Earmark #2	\$ 6 M
● 2008 Appropriations Earmark	\$ 1 M
● <u>2010 Appropriations Earmark</u>	<u>\$ 1 M</u>
	\$10 M

Private Funding

● <u>WS Seaport</u>	<u>\$ 2 M</u>
	\$ 2 M

TOTAL ALLOCATED FUNDING **\$58 M**



BRIDGE OPTIONS - COSTS



COSTS OF OPTIONS : STYLE + SIZE = OPTION

SIZE	STYLE			
	Basic	Reinterpret	Contextual	Restore
64 FT	-	-	-	\$150
56 FT	\$ 65	\$ 100	\$ 110	-
42 FT	\$ 56	\$ 86	\$ 100	-
30 FT	\$ 49	\$ 73	\$ 88	-
24 FT	\$ 46	\$ 68	\$ 83	-
12 FT	\$ 40	\$ 57	\$ 73	-

1. Costs in \$ Millions and *do not include* the Pavilion base cost of approximately \$30M
2. "Sunk Costs" are included in each option for demolition, substructure and approaches (varies \$34 M to \$60M)



BRIDGE DESIGN SCHEDULE



Milestone	Date
Community Meeting	June 3, 2019
June MATF Meeting	June 27, 2019
Future Community Meetings	Summer / Fall, 2019 Winter, 2019
Design & Permitting	Through 2020

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CONTACT INFORMATION



- For more information about the project and to sign up to receive emails about meetings and updates, please visit the website at <https://www.boston.gov/northern-ave>
- To submit comments or questions, please write the project team at Team@NorthernAveBridgeBos.com



BRIDGE STYLE SUMMARY

