



JFK/UMASS STATION

AREA ACTION PLAN

OPEN HOUSE!
¡OPEN HOUSE!
BUỔI THAM QUAN!





JFK/UMASS STATION

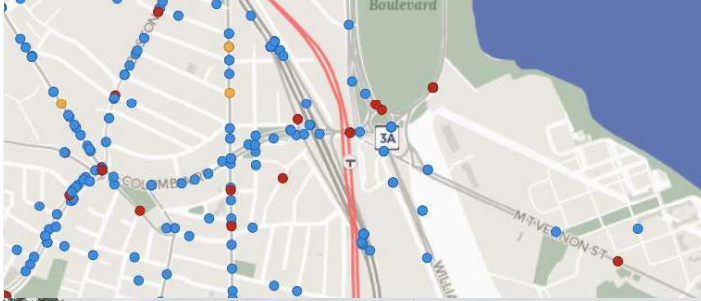
AREA ACTION PLAN

JOUNEN PÒT OUVÈT!

KAZA ABERTU!

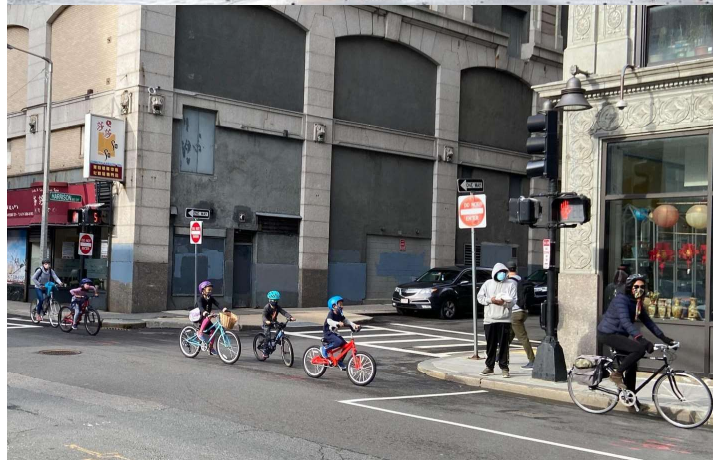
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- **Access:** Everyone should be able to get to where they need to go without barriers.
- **Safety:** We want to fulfill the City's Vision Zero goals of zero traffic deaths or serious injuries.
- **Mobility:** We want different modes of transportation to work well together and support the rapid growth in the area.

- **Resiliency:** We want our transportation system to adapt and function even as the climate changes.
- **Health:** We want to enable residents to live healthy lives and use active transportation modes.
- **Equity:** We want everyone to be able to access mobility in an equitable way.





Boston Complete Streets

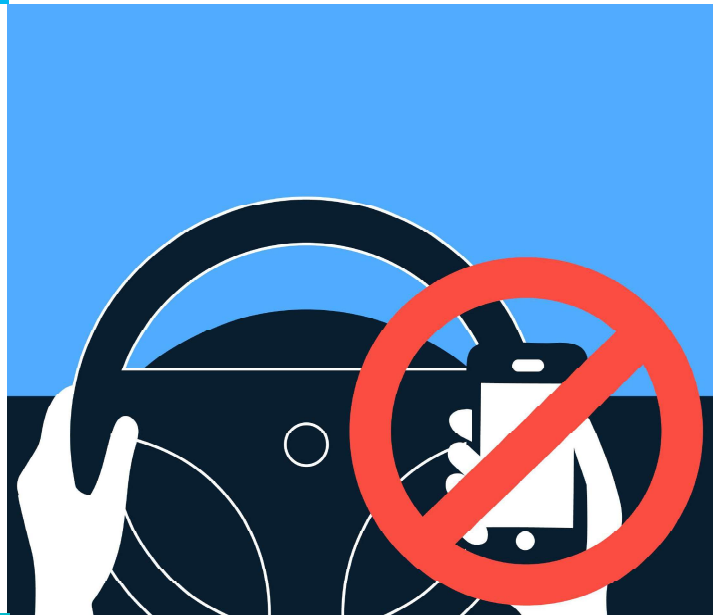
In 2010, The Boston Transportation Department introduced an approach to urban design, known as **Complete Streets**.

A “Complete Street” is designed to balance safety, convenience, and comfort for people across transportation modes.

Vision Zero

Vision Zero is a commitment to eliminate fatal and serious traffic collisions by 2030.

Bus lanes, better pedestrian conditions, and expanded bike lanes would increase safety, convenience, and comfort in the Station Area.



Go Boston 2030

Go Boston 2030 envisions a bold transportation future for a more sustainable Boston, with more people walking, biking, and taking transit.

Improvements are necessary to enable more people to use transit and walk and bike safely through the area.





We've heard your feedback so far...

Now we want to know what you think about the proposed vision for the neighborhood

- Did we miss anything?
- Are there specific projects you strongly support?
- Are there any projects that need more thought?

Take a look at the maps and draft recommendations...

Provide feedback in two ways:

Use sticky notes to place comments on the map

Use comment cards to write more detailed comments, questions, or concerns

Check out the boards and maps to let us know!



Engagement and Planning



- Summer/Fall 2024 Open Houses
 - Get community feedback on the DRAFT recommendations

- Late 2024 Draft Action Plan
 - Revise recommendations based on public input
 - Create implementation framework for short-term, mid-term, and long-term actions



- Early 2025 Final Action Plan
 - Revise the Draft Action Plan and release the Final Plan
- Sign up for our Mailing List! Go to boston.gov/jfk-plan for more info!



The Boston Transportation Department maintains street infrastructure that influences movement along streets.

These include:

- Traffic Signals
- Street Widths
- Curb Regulations
- Lane Assignments



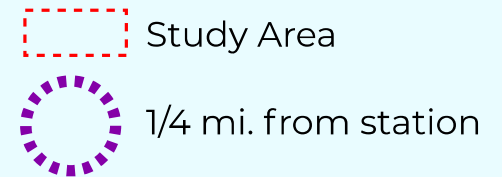
The Massachusetts Bay Transportation Authority maintains operations and facilities throughout the system. These include:

- Routes
- Schedules
- Fares
- Fleet Size and Distribution
- Bus Operator Training

This planning project will continue to coordinate with the MBTA and will guide their work on the JFK/UMass Station Feasibility Study in partnership with the City of Boston.

Reach the Station

The Plan aims to improve access to/from the JFK/UMass Station area from the surrounding community



Long-term: Transform the station area with new walking, biking, and bus facilities, allowing easy connections to rail service for all modes of travel.

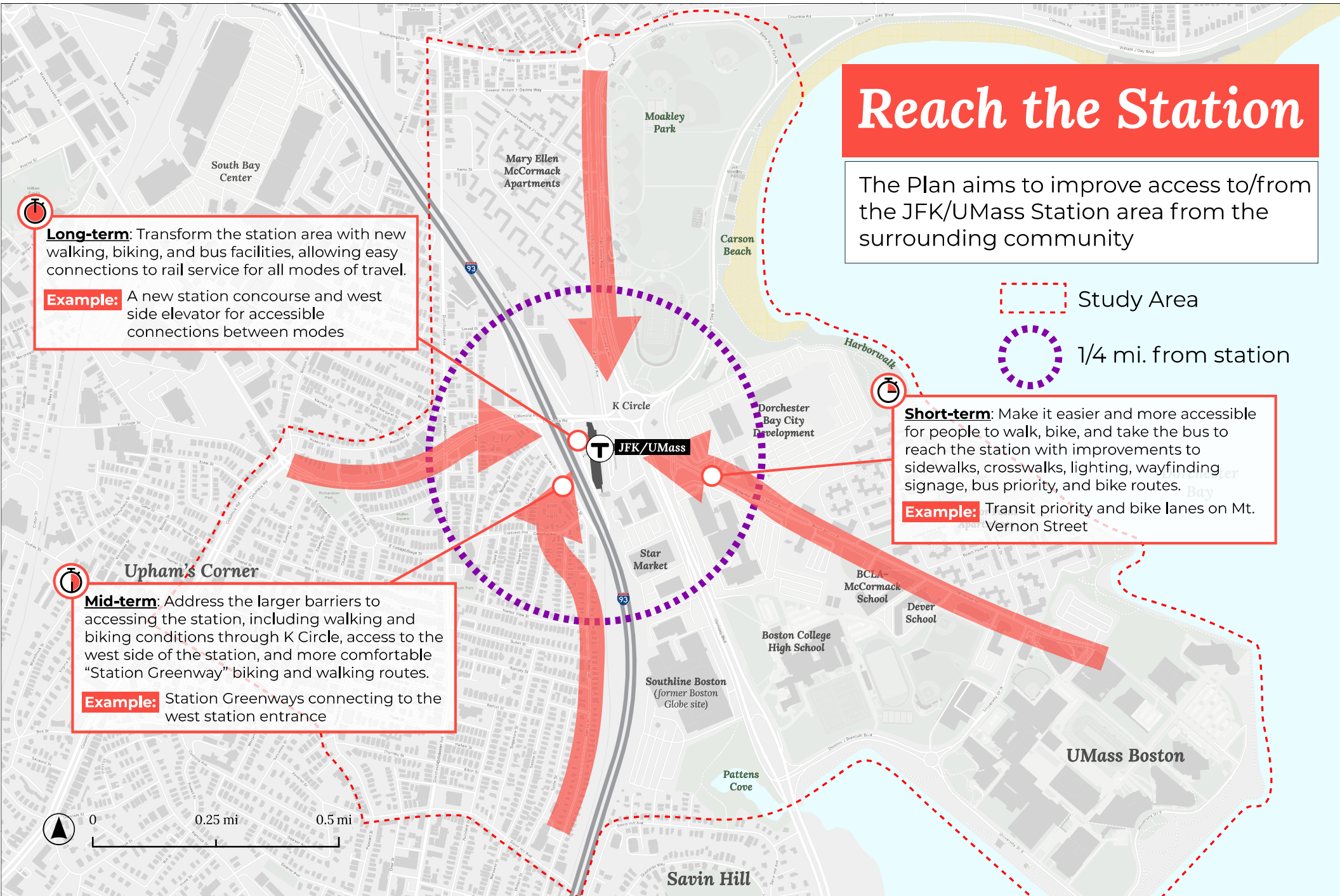
Example: A new station concourse and west side elevator for accessible connections between modes

Short-term: Make it easier and more accessible for people to walk, bike, and take the bus to reach the station with improvements to sidewalks, crosswalks, lighting, wayfinding signage, bus priority, and bike routes.

Example: Transit priority and bike lanes on Mt. Vernon Street


Mid-term: Address the larger barriers to accessing the station, including walking and biking conditions through K Circle, access to the west side of the station, and more comfortable "Station Greenway" biking and walking routes.

Example: Station Greenways connecting to the west station entrance



Reach the Beach

The Plan aims to improve access to/from Carson Beach and the Harborwalk from across the JFK/UMass station area

 Study Area

Mid-term: Construct more substantial improvements, including separated bike lanes, pedestrian pathways, transit connections, and “Station Greenways”

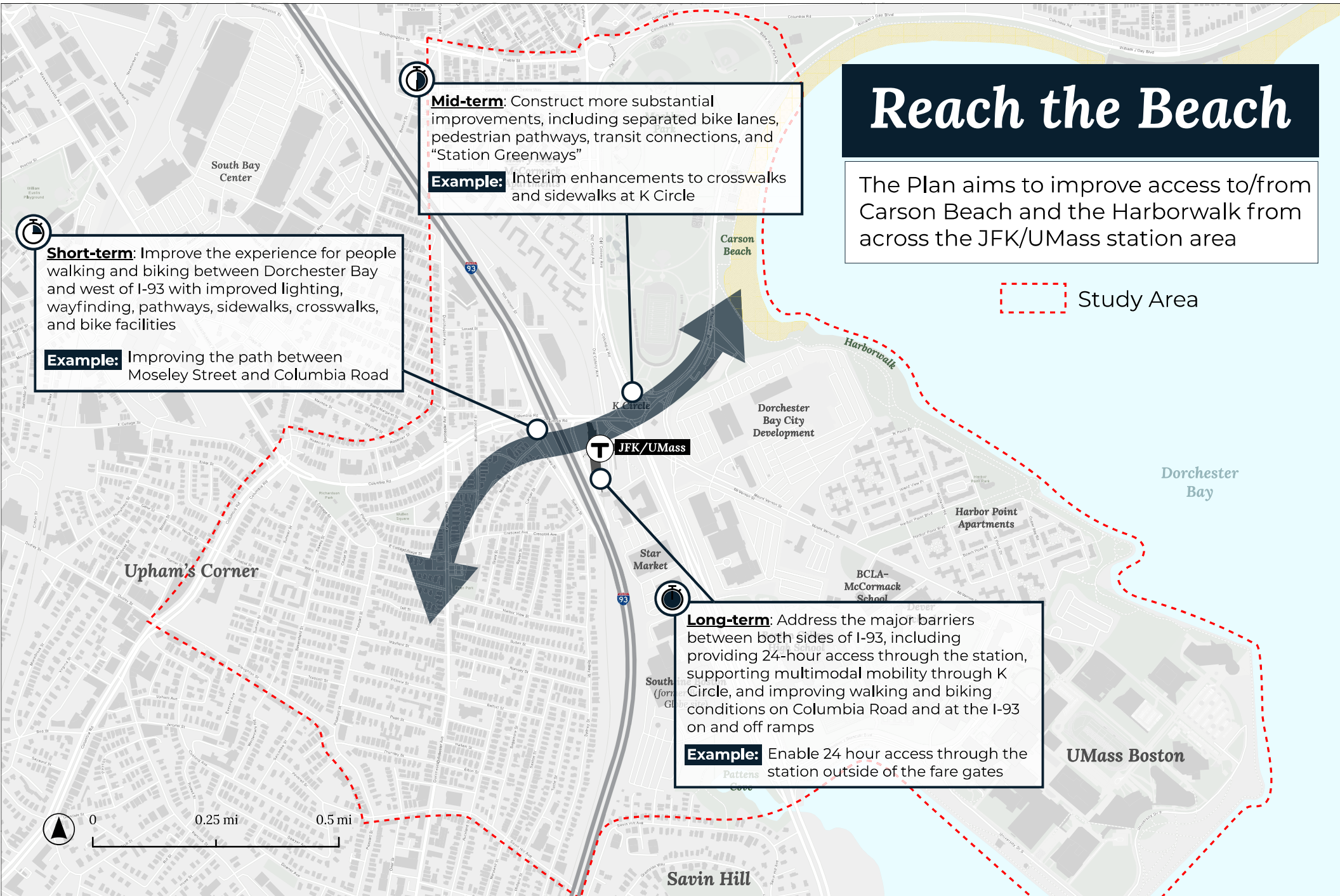
Example: Interim enhancements to crosswalks and sidewalks at K Circle

Short-term: Improve the experience for people walking and biking between Dorchester Bay and west of I-93 with improved lighting, wayfinding, pathways, sidewalks, crosswalks, and bike facilities

Example: Improving the path between Moseley Street and Columbia Road


Long-term: Address the major barriers between both sides of I-93, including providing 24-hour access through the station, supporting multimodal mobility through K Circle, and improving walking and biking conditions on Columbia Road and at the I-93 on and off ramps


Example: Enable 24 hour access through the station outside of the fare gates





Reach the Region

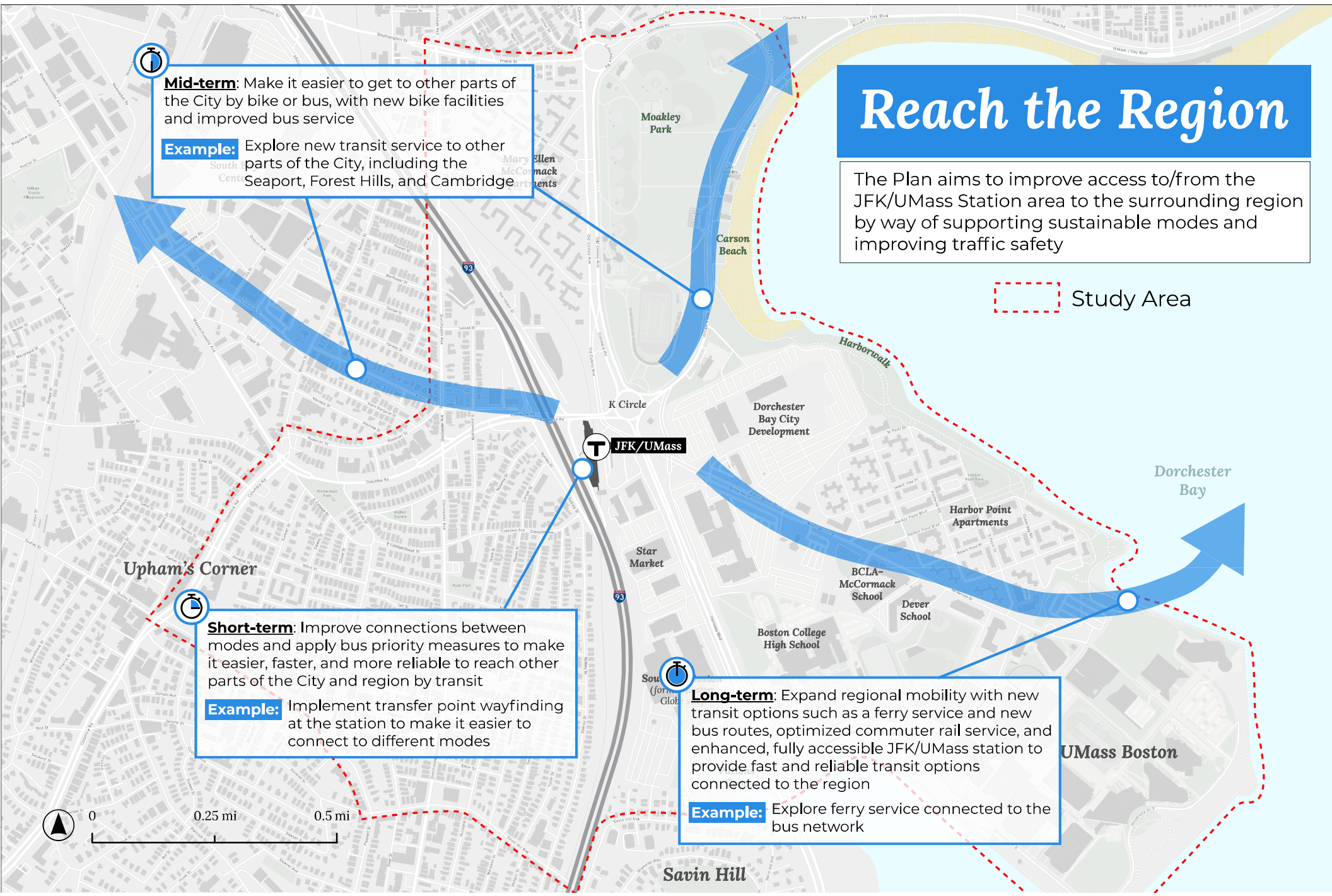
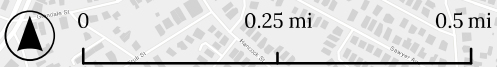
The Plan aims to improve access to/from the JFK/UMass Station area to the surrounding region by way of supporting sustainable modes and improving traffic safety

 Study Area

 **Mid-term:** Make it easier to get to other parts of the City by bike or bus, with new bike facilities and improved bus service
Example: Explore new transit service to other parts of the City, including the Seaport, Forest Hills, and Cambridge

 **Short-term:** Improve connections between modes and apply bus priority measures to make it easier, faster, and more reliable to reach other parts of the City and region by transit
Example: Implement transfer point wayfinding at the station to make it easier to connect to different modes

 **Long-term:** Expand regional mobility with new transit options such as a ferry service and new bus routes, optimized commuter rail service, and enhanced, fully accessible JFK/UMass station to provide fast and reliable transit options connected to the region
Example: Explore ferry service connected to the bus network





Update streets and sidewalks to make it safer, more comfortable, and easier to get where you need to go by walking, biking, or taking the bus

How might we achieve this vision?

Improve multimodal connections to Columbia Point through a redesign of Mt. Vernon Street

Coordinate with the **Mt. Vernon Corridor Redesign project** to add transit priority measures (bus lanes, bus stop enhancements) and a low-stress bike route on Mt. Vernon Street to better connect the station to UMass and Columbia Point.



On the map, see draft recommendations...



Improve mobility through K Circle by creating two lanes on the I-93 north on ramp to reduce vehicle backup into K Circle and increasing driver visibility of crosswalks across the on and off ramps

Re-stripe the I-93 north on ramp to create two lanes, making more space on the on ramp to reduce the number of vehicles backed up into K Circle. Make it easier for pedestrians to cross the on and off ramps by realigning and/or relocating signs and removing vegetation to improve driver visibility of crossings. Coordinate with the long-term recommendations from the **K Circle-Morrissey Study**.



On the map, see draft recommendations...

10 11

Make it easier, more comfortable, and more accessible for people walking or using a wheelchair or other mobility device to travel on City streets that link the station to area destinations

Make improvements to the pedestrian environment by addressing accessibility issues surrounding station including missing/misaligned detectable warning panels, cracked or uneven sidewalks, and faded crosswalks. Incorporate lighting, wayfinding signage, green infrastructure, street furniture, and amenities.



On the map, see draft recommendations...

2 3 4 5
6 8 9 10
18 19 20 B*

* Lettered recommendations apply to the whole study area and are not pictured on the map

B

What else can we do in the next 3 years? *(page 1 of 2)*

Short-Term Recommendations



Recommendation color codes:

- Walking and Biking Connections
- Public Realm
- Regional Mobility
- Bus Service and Stops
- JFK/UMass Station
- Development Opportunity

Project Goal color codes:

- Addresses project goal
- Somewhat addresses project goal
- Does not address project goal

Rec. Num.	Recommendation	Theme	Provide Universal Access	Support Active Transportation	Optimize Transit Mobility	Enhance the Public Realm and Support Development
1	Implement a low-stress bicycle facility on Dorchester Ave to improve bicycle access to the station from the neighborhoods west of I-93.	Walking and Biking Connections				
2	Improve multimodal conditions across the Columbia Road offshoot from Columbia Road eastbound near the I-93 south on-ramp through interventions such as re-evaluating vehicle access from Columbia Road westbound, T-ing off intersection to reduce crossing distance, adding curb extensions, formalizing public parking, and evaluating opportunities for placemaking. Coordinate with recommendations of the Columbia Road Transportation Action Plan .	Walking and Biking Connections				
3	Improve lighting and signage/wayfinding on the Moseley Street pedestrian pathway between Columbia Road and Moseley Street.	Public Realm				
4	Incorporate quick-build traffic calming strategies and wayfinding signage on residential streets that provide access to the west station entrance, including Sydney Street, E. Cottage Street, and Crescent Ave.	Walking and Biking Connections				
5	Add new curb ramps and a more direct crosswalk across Old Colony Avenue where it meets Columbia Road north of K Circle to improve east-west pedestrian connectivity.	Walking and Biking Connections				
6	Repave pathways through Moakley Park to improve connections to Carson Beach and the Harborwalk.	Walking and Biking Connections				
7	Review Dorchester Bay City's preliminary striping plans for K Circle and identify opportunities for multimodal improvements.	Walking and Biking Connections				
8	Install warm-colored lighting with occupancy sensors under the Columbia Road and Morrissey Boulevard overpasses over Old Colony Avenue to improve the pedestrian experience. Coordinate with the long-term improvements planned in the K Circle-Morrissey Study .	Public Realm				
9	Implement improvements at the Old Colony Avenue/Morrissey Boulevard intersection, including a redesigned pedestrian crossing island, curb ramp reconstruction, and signal equipment relocation. Coordinate with the Mt. Vernon Corridor Redesign project .	Walking and Biking Connections				
10	Improve driver visibility of pedestrian crossings at I-93 on and off ramps on Columbia Road, including realigning and/or relocating signs and removing vegetation to improve driver visibility of crossings, and enhancing the crosswalk design.	Walking and Biking Connections				
11	Re-stripe I-93 north on-ramp to create two lanes to expand vehicle queue storage space and reduce vehicle backup into K Circle. Coordinate with long-term recommendations from the K Circle-Morrissey Study .	Regional Mobility				
12	Develop performance specifications for the long-term redesign of K Circle through the K Circle-Morrissey Study to support safe and efficient multimodal travel. These may include measures such as pedestrian delay, crossing distance, number of ADA compliant facilities, amount/quality of buffer between pedestrian/bicycle and vehicular traffic, level of bicycle traffic stress, number of crashes, number of conflict points between modes, bus passenger delay, and bus on-time performance.	Regional Mobility				
13	Add transit priority measures on Mount Vernon Street to connect the station to UMass Boston through the addition of bus lanes, bus stop enhancements (such as floating bus stops), and other measures. Coordinate with the recommendations of the Mt. Vernon Corridor Redesign project .	Bus Service and Stops				
14	Create a low-stress bike route on Mt. Vernon Street from Columbia Point to the east side of the station. Coordinate with recommendations of the Mt. Vernon Corridor Redesign project .	Walking and Biking Connections				
15	Install covered and secure bike parking at north and west station entrances such as pedal and park and covered bike racks. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station				



B

What else can we do in the next 3 years? *(page 2 of 2)*

Short-Term Recommendations



Recommendation color codes:

- Walking and Biking Connections
- Public Realm
- Regional Mobility
- Bus Service and Stops
- JFK/UMass Station
- Development Opportunity

Project Goal color codes:

- Addresses project goal
- Somewhat addresses project goal
- Does not address project goal

Recommendation Num.	Recommendation	Theme	Provide Universal Access	Support Active Transportation	Optimize Transit Mobility	Enhance the Public Realm and Support Development
16	Install bike ramps at north and west station entry staircases for easier bike access to the station. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station				
17	Add traditional yellow tactile warning pads or more unconventional tactile curbing along busway platform edges to improve rider awareness and safety. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	Bus Service and Stops				
18	Reconstruct non-compliant ramps at station to be accessible. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station				
19	Implement transfer point and urban wayfinding at the station to improve connections between modes and to local destinations and area attractions for visitors. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station				
20	Install/upgrade missing or misaligned detectable warning panels, cracked or uneven sidewalks and faded crosswalks to address accessibility issues surrounding the station. Issues are concentrated around the east side of the station and Circle, as well as along Columbia Road, Old Colony Avenue, Morrissey Boulevard, Dorchester Avenue, Mt Vernon Street, and Day Boulevard.	Walking and Biking Connections				
21	Work with the MBTA to reconfigure the exit only gate on the southwest side of the station to enable entry, coordinating with the long-term recommendations of the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station				
A	Incorporate green infrastructure (e.g., bioswales, bioretention, rain gardens, permeable pavers, porous bike paths, tree pits, planted/seeded areas, vegetated swales, etc.) on City streets where feasible.	Public Realm				
B	Add street furniture and amenities, including benches, kiosks, bike racks, trash cans, and other functional elements on City streets where feasible, especially on corridors that link the station to area destinations, such as Columbia Road, Morrissey Boulevard, Old Colony Ave, Mt. Vernon Street, and Day Boulevard.	Public Realm				
C	Remove graffiti and pursue a program for art installation on signal cabinets.	Public Realm				
D	Explore use of a Tax Increment Financing (TIF) district to fund station area improvements. Coordinate with the MBTA Red Line Transit-oriented Development (TOD) Study .	Development opportunity				
E	Formalize coordination among agencies to implement transportation mitigation measures from large scale development in the station area through legislative action and/or Memorandums of Understanding (MoU).	Development opportunity				
F	Develop a monitoring program with metrics to evaluate projects based on City mode shift goals.	Regional Mobility				
G	Develop a program to implement short-term tactical transit projects to improve public realm (e.g., "flower bombing" or temporary art installations on bus shelters). Coordinate with MBTA's license team.	Public Realm				
H	Work with UMass Boston and BC High to implement transportation demand management (TDM) programs.	Regional Mobility				
I	Create a Transit Overlay District over parcels with development potential to incentivize additional transit oriented development in the station area. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	Development opportunity				
J	Partner with MBTA to pursue Federal Transit Administration (FTA) grants that can be used to fund multimodal connections to the station.	Regional Mobility				
K	Work with the MBTA to install shelters and benches at bus stops that meet MBTA ridership thresholds, factoring in shuttle ridership.	Bus Service and Stops				
L	Work with the MBTA to construct accessibility improvements at MBTA bus stops in the study area considered non-compliant in the MBTA's Plan for Accessible Transit Infrastructure (PATI) project. Within the study area, 22 stops are identified as medium priority and unprogrammed for accessibility improvements.	Bus Service and Stops				

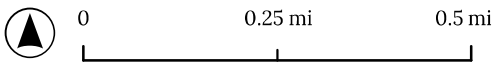


JFK/UMass Station Area Action Plan (JUSP)

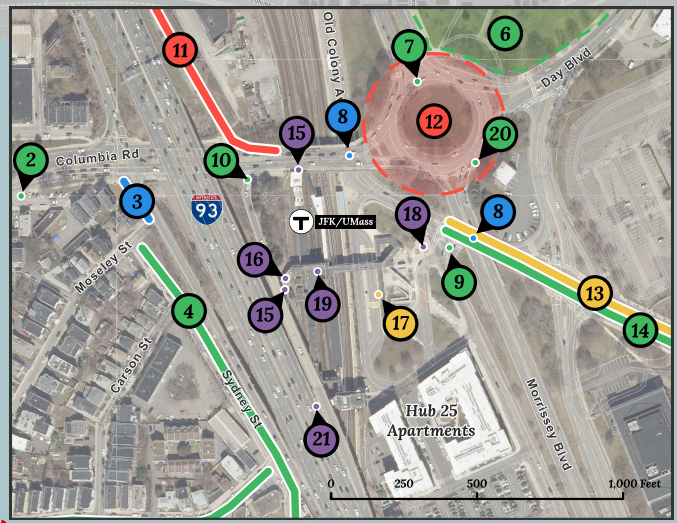
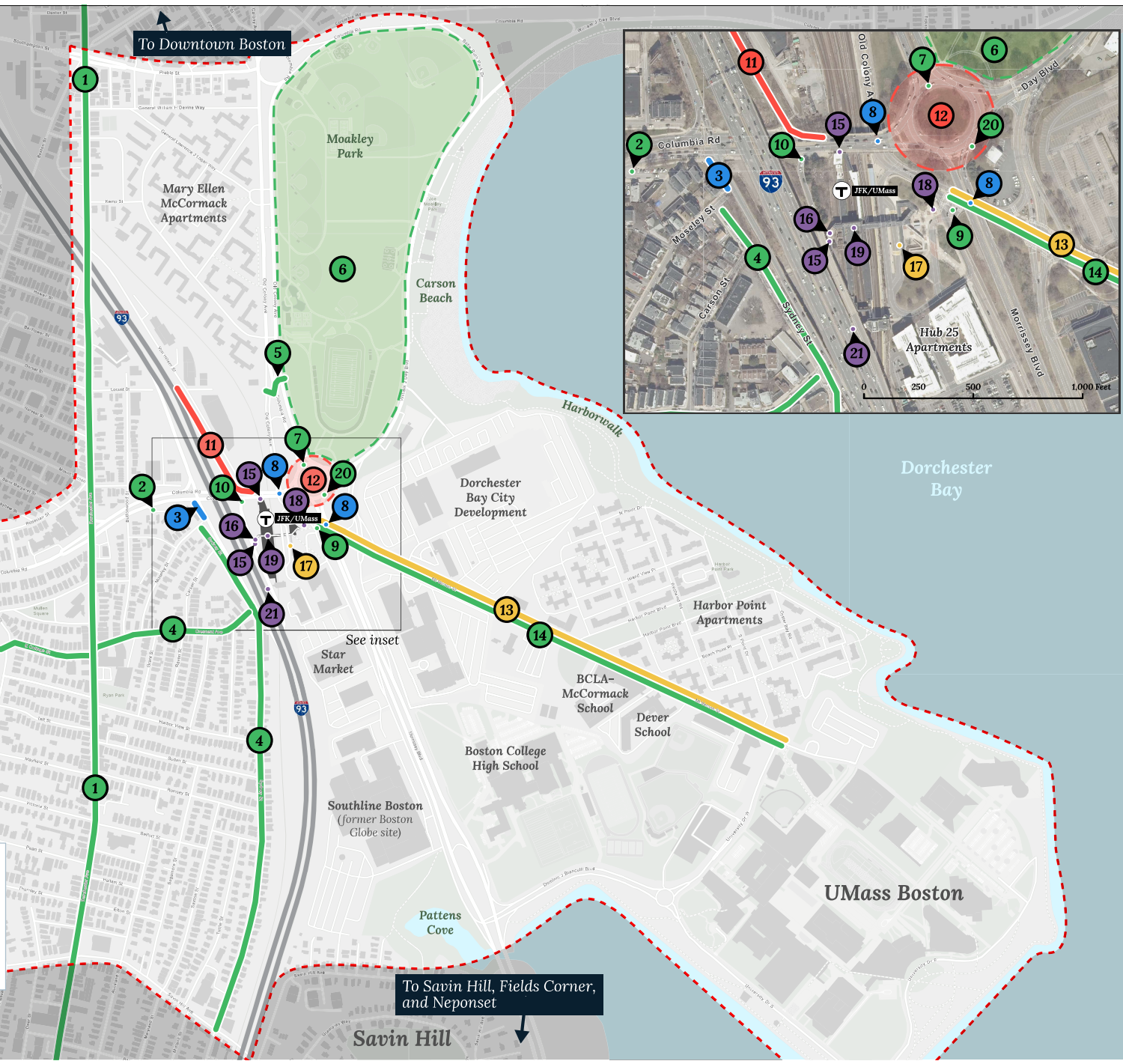
Short-term Vision

Recommendations by theme

- Bus Service & Stops
- Walking & Biking Connections
- Regional Mobility
- Public Realm
- JFK/UMass Station
- Approximate study area



Will these recommendations help us achieve the short-term vision?
 Use sticky notes to tell us your thoughts!





Provide new and improved connections both within and outside the station area for existing and future residents, employees, and visitors

How might we achieve this vision?

Support bus access to JFK/UMass Station with interim bus priority measures, in coordination with on-going projects

Support bus priority measures to improve bus travel time and reliability through the segments that experience the highest delay, including K Circle and parts of Columbia Road until a redesign of K Circle is complete. This may include bus lanes, enhanced bus stops, or transit signal priority. Coordinate with the recommendations of the **K Circle-Morrissey Study** and the **Columbia Road Transportation Action Plan**.



On the map, see draft recommendations...

27 28



Improve access for all modes to the west side of the station by activating the I-93 underpass and improving connections to the surrounding neighborhood

Reconfigure the space under I-93 along Sydney Street into a new busway and create a new public space with lighting, seating areas, accessible pathways, parking, and stormwater infrastructure; improve connections to this space with low-stress walking and biking routes and accessible crosswalks.




On the map, see draft recommendations...




Provide more comfortable options for people of all ages and abilities to travel to and through the station area on a bike

Install low stress bike facilities on Columbia Road north of the station on the segment that runs along Moakley Park, and on Morrissey Boulevard to the east station entrance in coordination with the **K Circle-Morrissey Study**.



On the map, see draft recommendations...



B What else can we do in the next 4 to 7 years?

Mid-Term Recommendations



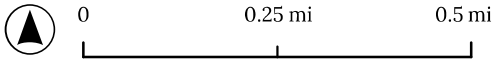
Recommendation color codes:	Rec. Num.	Recommendation	Theme	Provide Universal Access	Support Active Transportation	Optimize Transit Mobility	Enhance the Public Realm and Support Development	Project Goal color codes:
Walking and Biking Connections	23	Install a low stress bicycle facility on Columbia Road north of the station. Consider a parking protected bike lane to retain existing on-street parking if highly utilized.	Walking and Biking Connections					Addresses project goal
Public Realm	24	Install a low stress bicycle facility on Morrissey Boulevard. Coordinate with the K Circle-Morrissey Study .	Walking and Biking Connections					Somewhat addresses project goal
Regional Mobility	25	Work with the expanded Southline Boston development at 135 Morrissey Boulevard to improve pedestrian connections through Pattens Cove Park.	Walking and Biking Connections					Somewhat addresses project goal
Bus Service and Stops	26	Enhance crosswalks and add buffered pedestrian paths at K Circle per MassDOT guidelines and to comply with PROWAG regulations. Coordinate with the long-term improvements planned in the K Circle-Morrissey Study .	Walking and Biking Connections					Somewhat addresses project goal
JFK/UMass Station	27	Support bus access to the station through interim and permanent bus priority measures approaching the station and through the station area, to improve bus travel time and reliability on the segments that experience the highest bus delay going to/from the station until a redesign of K Circle is complete. An example candidate corridor would be Old Colony Avenue through the K Circle interchange area. Specific types of bus lanes, bus stop enhancements, and transit signal priority would be determined in later phases of design. Coordinate with recommendations of the Columbia Road Transportation Action Plan and K Circle-Morrissey Study .	Bus Service and Stops					Somewhat addresses project goal
Development Opportunity	28	Provide additional transit service to/from Columbia Point given its growth as a future job center. Connections to consider include the Seaport, Forest Hills, and Cambridge.	Bus Service and Stops					Somewhat addresses project goal
	29	Consolidate pedestrian ramps at east side station entrance. Coordinate with MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Does not address project goal
	30	Reconfigure the space under the I-93 overpass at the Sydney Street station entrance into a west busway and incorporate MassDOT Infrastructure program elements such as accessible pathways, lighting, seating areas, parking, and stormwater infrastructure. Investigate feasibility of left turns onto Columbia Road from busway to enable it to serve as a terminus for MBTA Route 41 and a drop-off area for Boston Collegiate Charter School buses. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	Public Realm					Somewhat addresses project goal
	31	Activate public spaces within the station. Strategies include integrating public art installations, providing dedicated performance space, and incorporating retail space. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Somewhat addresses project goal
	32	Add additional access points to the commuter rail platform, especially on the south side of the platform. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Somewhat addresses project goal
	33	Create "Station Greerways" by implementing elements of the Boston Green Links program on streets providing access to station entrances including Sydney Street, E. Cottage Street, Crescent Avenue, Old Colony Avenue, and Morrissey Boulevard to create a more legible connection between the station and neighborhood. Green Links include low-stress walking and biking routes and safer road crossings. One priority is providing a low-stress two-way bike connection between the Crescent Ave/Sydney Street intersection and the station exit/entrance. Coordinate with recommendations of the MBTA's JFK/UMass Station Feasibility Study .	Walking and Biking Connections					Somewhat addresses project goal
	M	Pursue Joint Development and/or air rights projects in coordination with MassDOT and the MBTA Red Line Transit-oriented Development (TOD) Study .	Development Opportunity					Somewhat addresses project goal
	34	Work with the Hub 25 development at 25 Morrissey Boulevard to open the fence between the development and the station to allow for pedestrian and bicycle access. Coordinate with recommendations of the MBTA's JFK/UMass Station Feasibility Study .	Walking and Biking Connections					Somewhat addresses project goal

JFK/UMass Station Area Action Plan (JUSP)

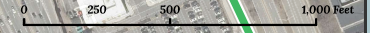
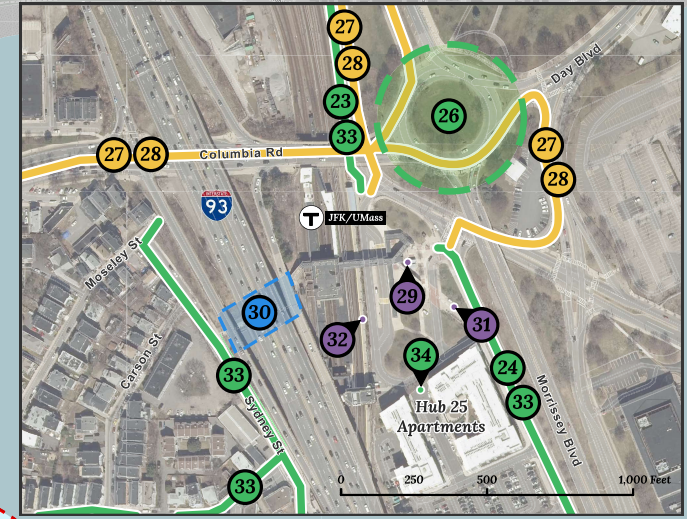
Mid-term Vision

Recommendations by theme

- Bus Service & Stops
- Walking & Biking Connections
- Public Realm
- JFK/UMass Station
- Approximate study area

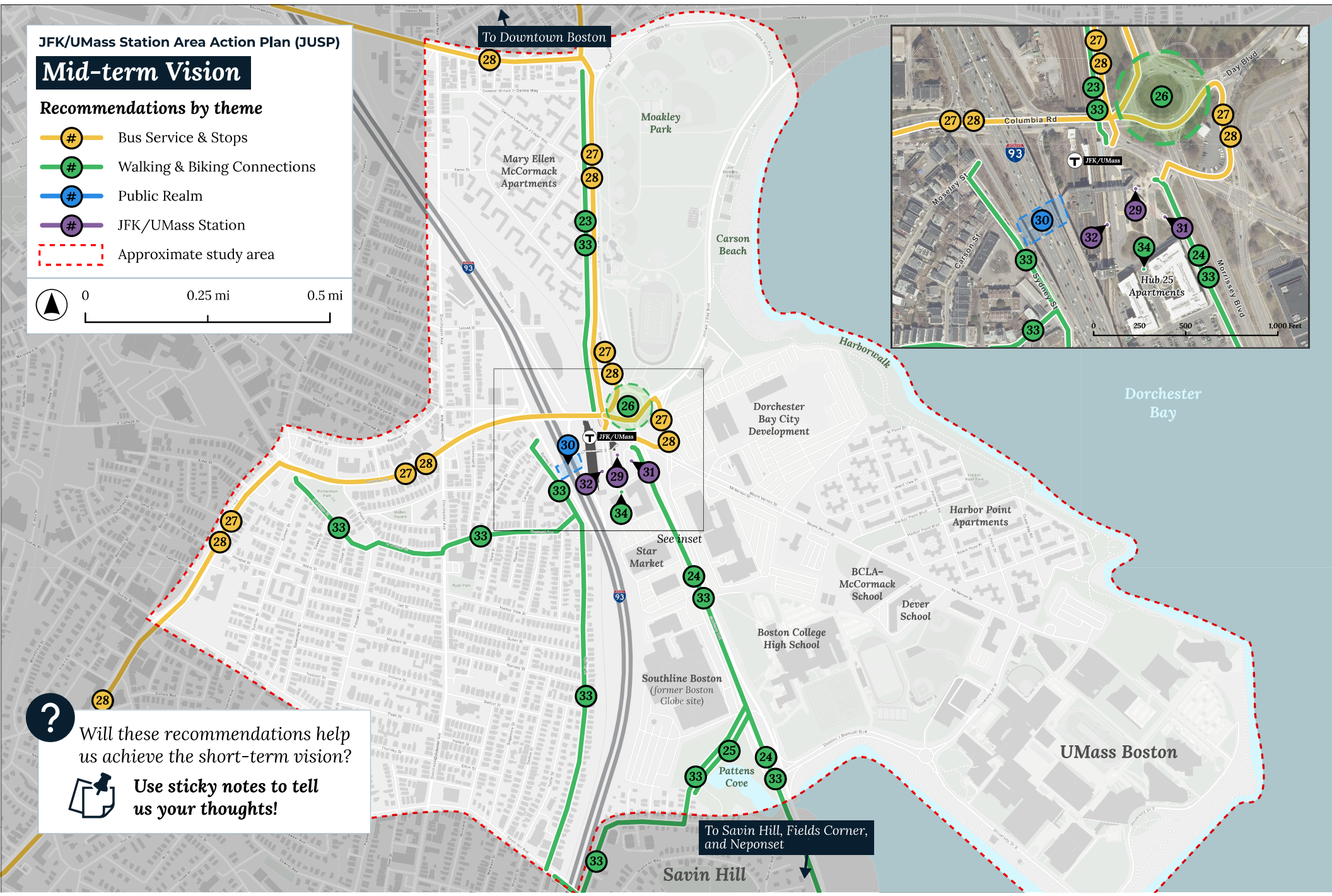


To Downtown Boston



Will these recommendations help us achieve the short-term vision?
 Use sticky notes to tell us your thoughts!

To Savin Hill, Fields Corner, and Neponset



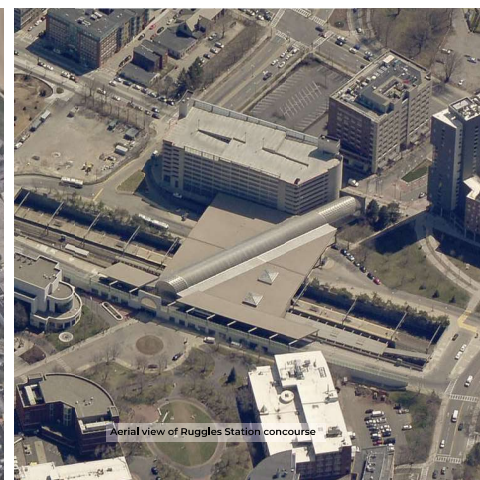


Transform the JFK/UMass Station into a transportation hub, with easy transfers between all modes of transportation and connections across the City and region

How might we achieve this vision?

Create a 24-hour accessible route through the station to improve connectivity between the neighborhoods on either side of I-93

Through coordination with the MBTA's **JFK/UMass Station Feasibility Study**, create an accessible route open 24 hours a day outside of the fare gates to provide an east-west connection between neighborhoods. A concourse over the tracks and elevator would further enhance accessible connections between neighborhoods, commuter rail, Red Line, and bus service.






On the map, see draft recommendations...



Create new east-west biking and walking connections across I-93 to remove existing barriers

Support high-quality biking and walking facilities as part of a long-term reconstructed K Circle through the **K Circle-Morrissey Study**, while creating new connections between Glover’s Corner and Savin Hill with strategies like a bike and pedestrian bridge.




On the map, see draft recommendations...
 

Create new regional connections to Columbia Point by exploring ferry service connected to the bus transit system

Evaluate locations for a future ferry terminal on the Columbia Point peninsula connecting to UMass Boston shuttle service and MBTA bus service to take advantage of Columbia Point’s location on Dorchester Bay. Providing water travel options to UMass Boston and new job centers on Columbia Point could help reduce the burden on the road network.




On the map, see draft recommendations...
  

B What else can we do in the next 7+ years?

Long-Term Recommendations



Recommendation color codes:	Rec. Num.	Recommendation	Theme	Provide Universal Access	Support Active Transportation	Optimize Transit Mobility	Enhance the Public Realm and Support Development	Project Goal color codes:
Walking and Biking Connections	36	Implement the pedestrian and bike bridge concept from PLAN Glovers Corner to create an additional connection across I-93, connecting to McConnell Park and the Harborwalk.	Walking and Biking Connections					Addresses project goal
Public Realm	37	Work with MassDOT to ensure high-quality pedestrian and bicycle connections are provided in the redesign of K Circle through the K Circle-Morrissey Study . This could include facilities to bypass K Circle such as a bicycle and pedestrian bridge or off-street shared use paths. Specific facility types to be determined in later phases of design.	Walking and Biking Connections					Somewhat addresses project goal
Regional Mobility	38	Work with MassDOT to ensure high-quality bus priority (bus lanes) is provided in the redesign of K Circle through the K Circle-Morrissey Study to support station access. Specific bus priority measures (type of bus lane, transit signal priority, etc.) to be determined in later phases of design.	Regional Mobility					Somewhat addresses project goal
Bus Service and Stops	39	Re-align the I-93 north exit ramp to be square with Columbia Road to enlarge pedestrian waiting space and improve visibility and pedestrian safety at the crossing. Coordinate with recommendations of the K Circle-Morrissey Study and the Columbia Road Transportation Action Plan .	Walking and Biking Connections					Somewhat addresses project goal
JFK/UMass Station	40	Coordinate with MBTA to explore routing MBTA buses through University Drive to service a potential future ferry connection on Columbia Point.	Bus Service and Stops					Somewhat addresses project goal
Development Opportunity	41	Evaluate potential locations for a future ferry terminal on the Columbia Point peninsula. Coordinate with UMass and MBTA to ensure transit serves the terminal.	Regional Mobility					Somewhat addresses project goal
	42	Add a second commuter rail track to alleviate the existing pinch point with converging Old Colony Line service. Evaluate the second track at two locations: (1) JFK/UMass Station using a portion of Old Colony Avenue under the Columbia Road overpass, or (2) south of the station near Freepoint Street, which would avoid major reconstruction of the station. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	Regional Mobility					Somewhat addresses project goal
	43	Construct a concourse over the commuter rail tracks to improve station connectivity. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Addresses project goal
	44	Maintain sufficient passenger drop-off areas at the northern station entrance on Columbia Road and eastern entrance on Morrissey Boulevard in a station redesign given the high percentage of riders dropped off at the station. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Does not address project goal
	45	Construct an elevator at the west side Sydney Street station entrance to improve accessibility to the station, especially if a new busway is constructed under the I-93 overpass. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Does not address project goal
	46	Designate areas at eastern busway as TOD opportunity with creation of a western busway (see mid-term recommendation #23). Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	Development opportunity					Somewhat addresses project goal
	47	Create an intermodal hub at University Lot D to support future transit and ferry connections.	Regional Mobility					Addresses project goal
	48	Study Track 61 to identify potential options for rail connections from the station to the Seaport.	Regional Mobility					Addresses project goal
	49	Enable accessible entry and passage through the station from the southwest side, outside of the fare gates, so that the station serves as an east-west access route, improving neighborhood connectivity. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Addresses project goal
	50	Upgrade and enhance existing bus shelters at the station through the MBTA's redesign; consider adding elements like heating, real-time information integrating all transit services, and green infrastructure to shelter roofs. Coordinate with the MBTA's JFK/UMass Station Feasibility Study .	JFK/UMass Station					Addresses project goal
	51	Implement bus priority on Old Colony Ave between K Circle and Pacuska Circle (Preble Street, Old Colony Ave, and Columbia Road intersection) to accommodate future transit demand from planned development.	Bus Service and Stops					Addresses project goal

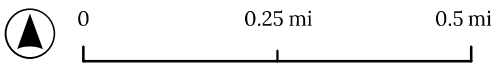


JFK/UMass Station Area Action Plan (JUSP)

Long-term Vision

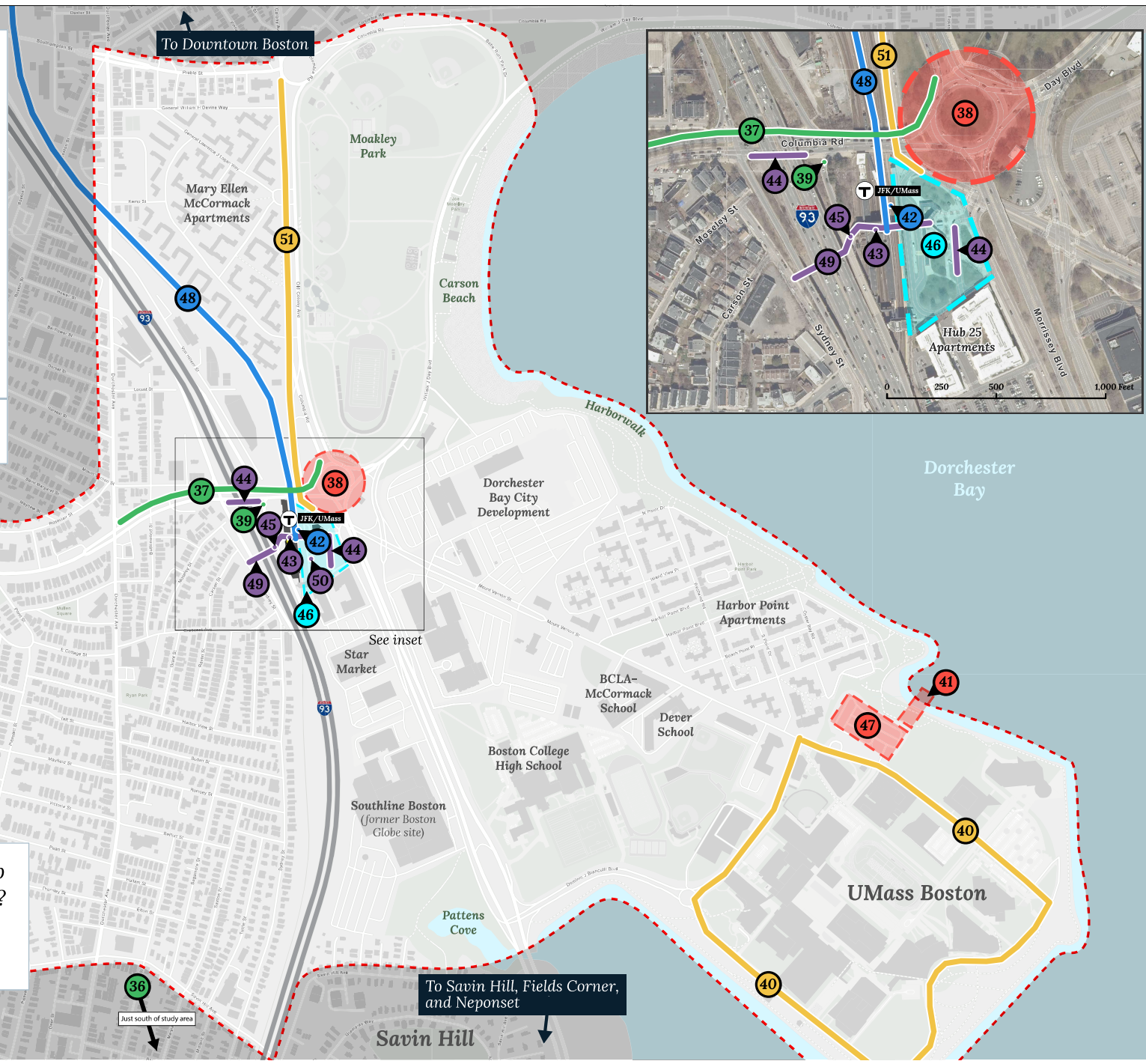
Recommendations by theme

- Bus Service & Stops
- Walking & Biking Connections
- Regional Mobility
- Public Realm
- JFK/UMass Station
- Development Opportunity
- Approximate study area



Will these recommendations help us achieve the short-term vision?

Use sticky notes to tell us your thoughts!



B Mt Vernon Street Concept Plan



Dorchester Bay City will rebuild Mount Vernon Street as part of the development process for the project. This will include better public realm, bike accommodations, and safety elements in line with the Columbia Point Master Plan vision.

To better reflect MBTA's Bus Network Redesign effort, BTD is also exploring the potential to add bus lanes to Mount Vernon Street. These are not projected to impact traffic, bikes, or pedestrian flows.

Old Colony Ave @ Morrissey Blvd underpass, looking Southeasterly

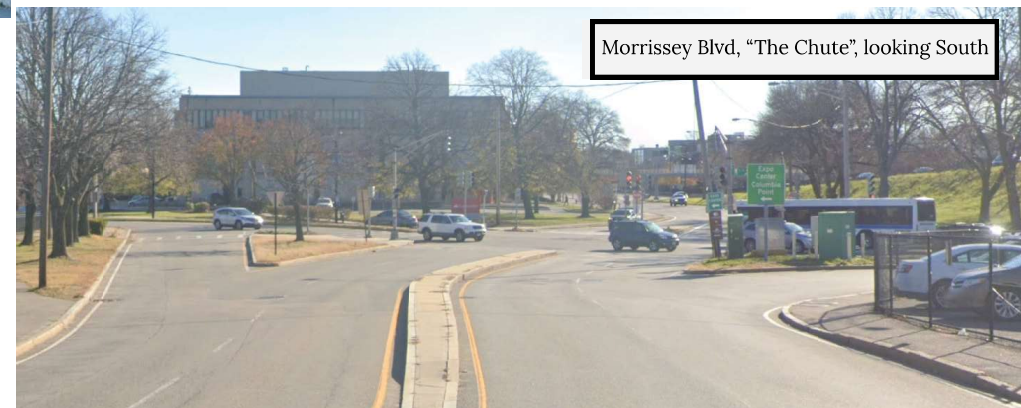


This design is focused on the future of Columbia Point, and creates better, faster, and more comfortable connections to JFK/UMASS Station, Dorchester Bay City, Harbor Point, UMass Boston, and the many other business, educational, and cultural interests along Mt. Vernon Street.

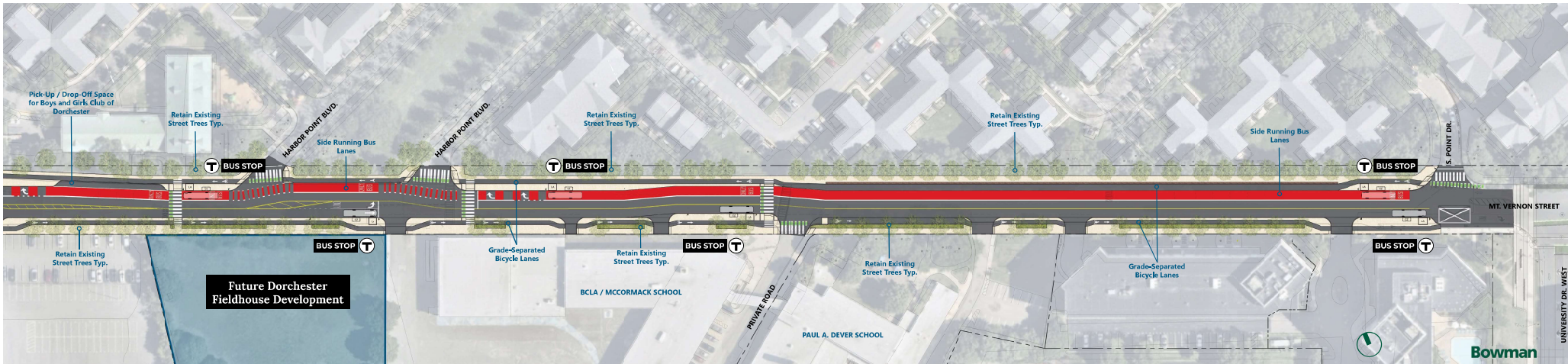
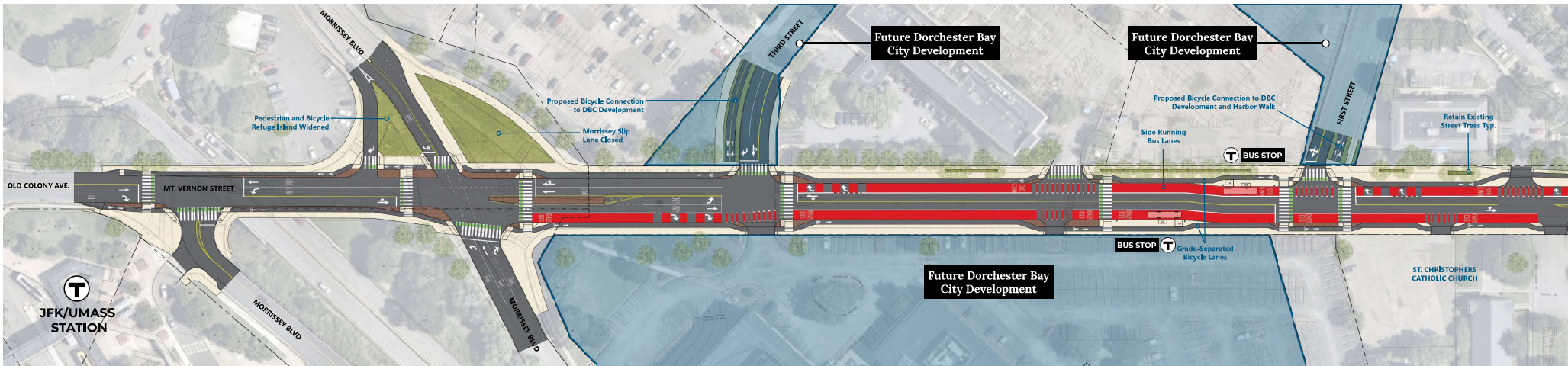


- Intersections will be redesigned to increase safety and visibility for all road users.
- Bus lanes will be added to improve travel times and prioritize transit riders. These will save riders time and improve reliability.
- Grade-separated bike lanes keep cyclists out of mixed traffic.
- Street trees provide additional shade and heat relief for pedestrians and cyclists.

Morrissey Blvd, "The Chute", looking South



B Mt Vernon Street Concept Plan



B Mt Vernon Street Concept Plan



We want to hear from you!
Share your ideas on this Board.

