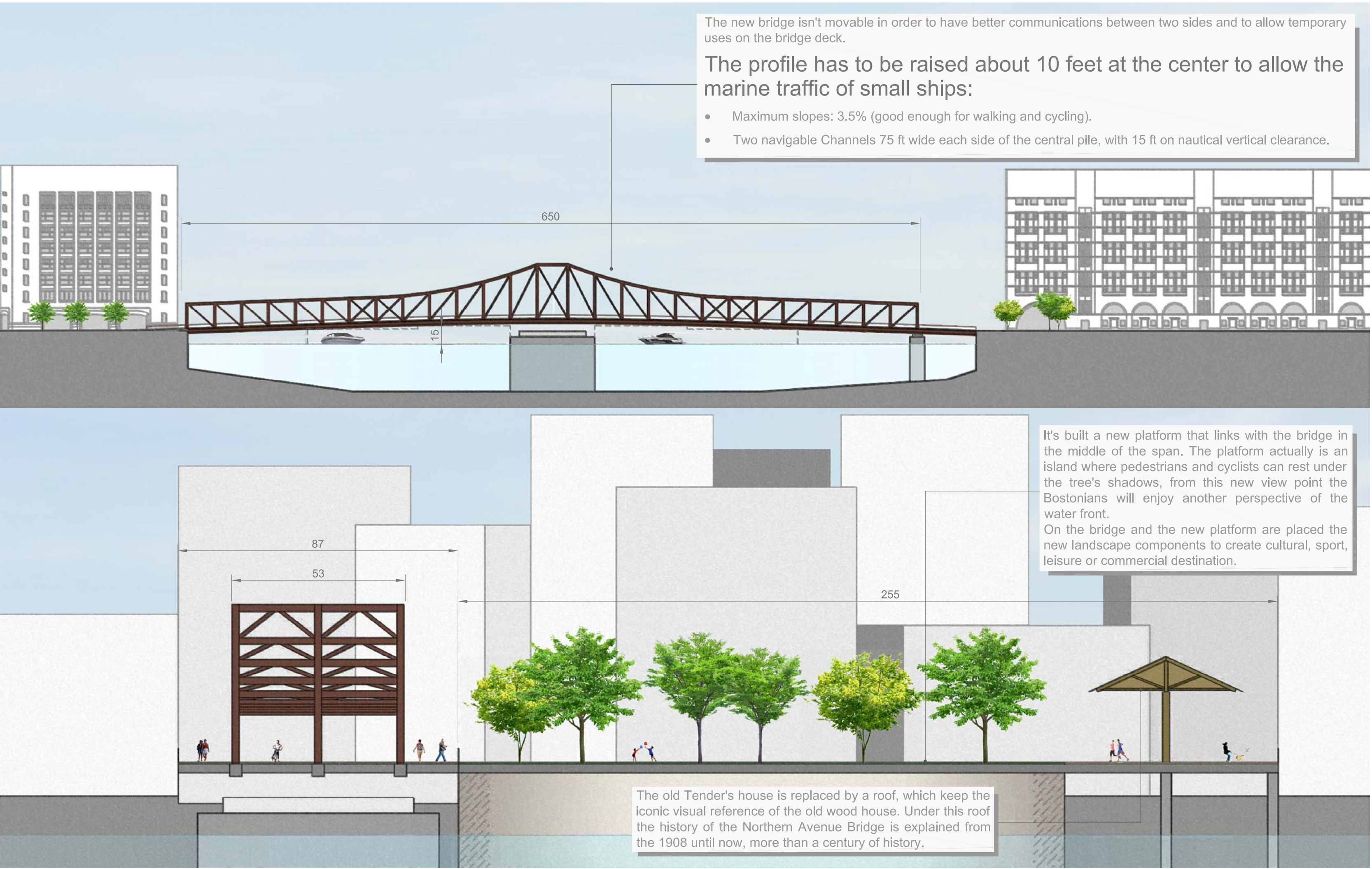
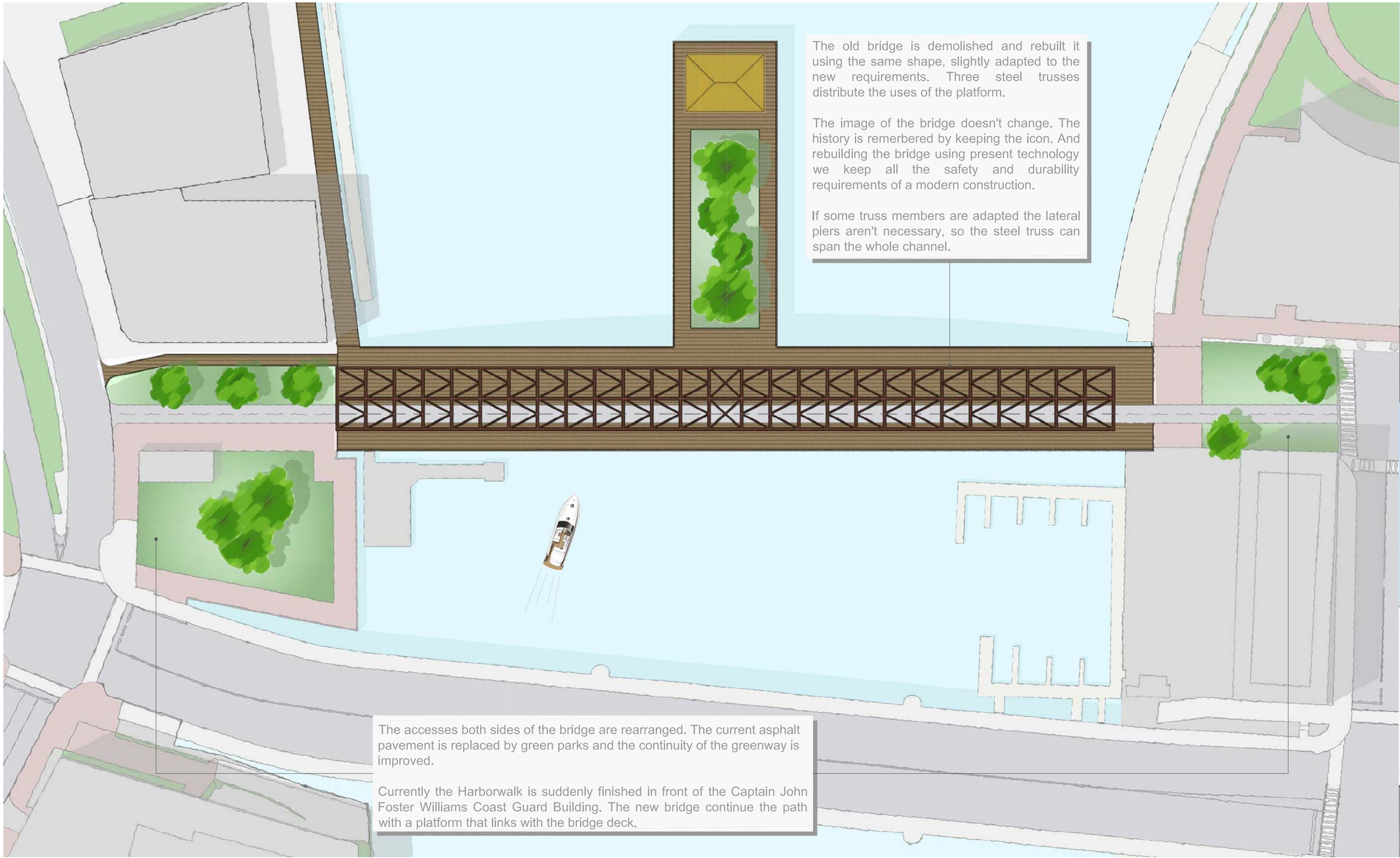
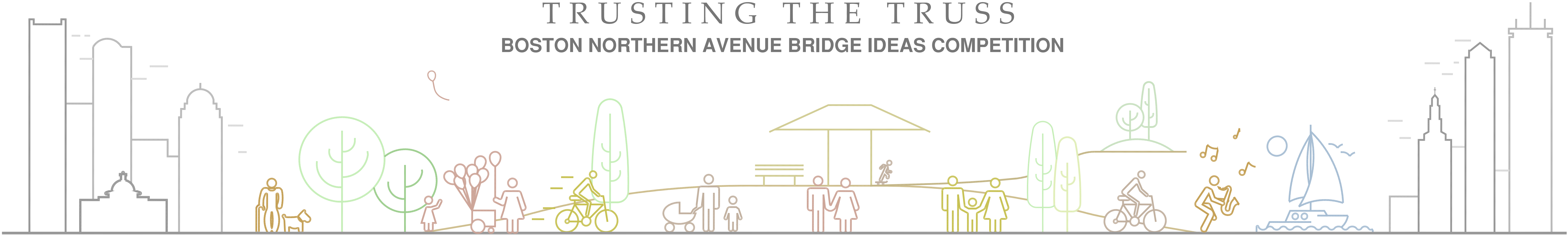


TRUSTING THE TRUSS

BOSTON NORTHERN AVENUE BRIDGE IDEAS COMPETITION



MAIN IDEAS

Keep the inhabitant's icon and don't create a new image. The symbol already exists: the current bridge shape. Our main idea is to keep it.

Our second point is: the Old Northern Avenue Bridge has a sound shape to solve the mobility and the structural challenges, so we can use it!

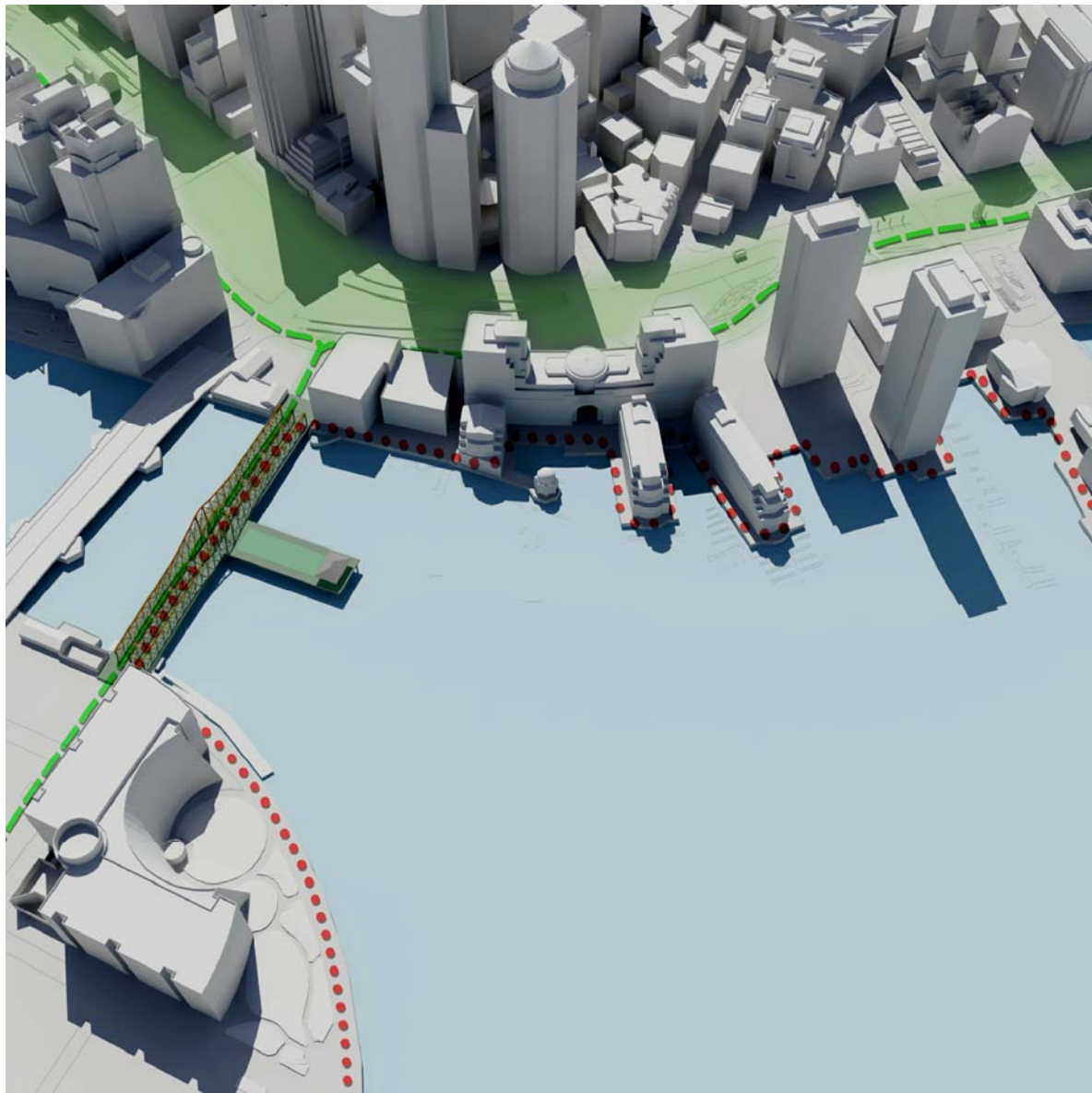
Rebuild the bridge keeping the historic shape.

We have to adjust the bridge profile to the future mobility: pedestrians, cycle path and the maritime transit.

The new bridge must be a new attractor for the Harbor Walk.

Expand the useful surface. This new public area can be used as a new destination: Harborwalk, local outside market, street art, music and sports, cultural or commercial.

The road traffic looks well solved by the Evelyn Moakley Bridge, the old bridge has been closed to cars for more than 25 years. Cyclists and pedestrians have the leading role in the open of the new bridge, although it can be used by the service maintenance cars.



SURROUNDINGS

In one hand the Rose Fitzgerald Kennedy Greenway is a peaceful axis through the downtown, works as a link between the North End, the Financial District and Chinatown. In the other hand the Downtown Waterfront it's an open space full of activity. By improving the Bridge connection this greenway and the downtown influence are expanded to the Innovation District and the South Boston Waterfront.

Expand the Harborwalk and the Greenway to the South Boston Waterfront.

The new bridge aim is to link and mix all these uses in order to take advantage of the created synergy to expand the Waterfront dynamism.

Green Areas Leisure



MOBILITY

The cycle path network has been improved in recent years, but it's far from the complete plan. The introduction of bicycles in the Northern Avenue settles the network and provides to the cyclists a beautiful path next to the Waterfront.

The Harborwalk is suddenly finished at Northern Avenue, the natural continuity is through the new bridge and to the South Boston Waterfront.

Pedestrians and cyclists share the platform, which is wide enough to allow fast tracks for bikes and slow paths to people.

Cars traffic is more aggressive, the mobility is granted by the Evelyn Moakley Bridge and it isn't necessary to provide a new lane on the Northern Ave Bridge.

The navigable channel is wider. The maritime transit under the bridge is limited to small ships with low clearance, enough to keep the water taxis transit.

Cycle path Harborwalk

