



U.S. Department  
of Transportation  
Federal Transit  
Administration

REGION I  
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Massachusetts,  
New Hampshire,  
Rhode Island, Vermont

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January 16, 2025

Phil Eng  
CEO and General Manager  
Massachusetts Bay Transportation Authority  
10 Park Plaza  
Boston, Massachusetts 02116

**Re: Draw One Bridge Replacement Project – Environmental Assessment  
Finding of No Significant Impact**

Dear Phil Eng:

Based on a review of the environmental documentation submitted by the Massachusetts Bay Transportation Authority (MBTA), the Federal Transit Administration (FTA) has issued the Finding of No Significant Impact (FONSI) for the Draw One Bridge Replacement Project (the “Proposed Project”) enclosed as an Attachment.

By issuing this FONSI, the FTA affirms MBTA has fulfilled its requirements under the National Environmental Policy Act (NEPA) for the Proposed Project, as defined in the Environmental Assessment (EA).

Please be advised that in accordance with 23 CFR 771.121, MBTA is required to transmit a notice of availability of this FONSI to all affected Federal, State and local governmental entities; the FTA further requests that it be posted on the project website. Please also note that the standard terms and conditions of the FTA's Federal grant contracts applicable to the Proposed Project require MBTA to undertake any mitigation actions as identified in the FONSI and the Environmental Assessment.

This determination applies only to the Proposed Project as described in the aforementioned correspondence and supporting materials. Any changes to the Proposed Project not outlined in this documentation, including the disclosure of new information or previously unidentified environmental concerns, may require re-evaluation of this action.

This FONSI does not provide FTA commitment that future Federal funds will be approved for the Proposed Project. Any costs incurred under the FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

Thank you for your cooperation in meeting the requirements of NEPA. We appreciate your efforts in advancing this important transit project.

Sincerely,

A handwritten signature in brown ink, appearing to read "P. S. Butler", with a long horizontal flourish extending to the right.

Peter S. Butler  
FTA Regional Administrator  
FTA Region 1

Attachment

# FEDERAL TRANSIT ADMINISTRATION

## REGION 1

### Finding of No Significant Impact

**Project:** Draw One Bridge Replacement Project  
Bridge No. B-16-479

**Applicant:** Massachusetts Bay Transportation Authority

**Project Location:** Cambridge and Boston, Massachusetts

## 1. Introduction

This document provides the basis for a determination by the Federal Transit Administration (FTA) of a Finding of No Significant Impact (FONSI) for the Draw One Bridge Replacement Project (Proposed Project). This determination is made in accordance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. §§ 4321, et seq; the FTA's implementing procedures at 23 CFR Part 771; Section 4(f) of the US DOT Act of 1966, 49 U.S.C. § 303 and 23 U.S.C. § 138; and the National Historic Preservation Act of 1966 (NHPA), 54 U.S.C. §§ 300101 et seq.

The FTA, as the lead federal agency, and the Massachusetts Bay Transportation Authority (MBTA), as the local project sponsor, prepared an Environmental Assessment (EA) to comply with NEPA. The EA describes potentially significant impacts on the human and natural environment and adverse effects to historic properties that would result from the Proposed Project. The EA was prepared pursuant to 23 CFR § 771.119 and published by the FTA on December 7, 2024. This FONSI is prepared by the FTA pursuant to 23 CFR § 771.121. The full text of the Draw One Bridge Replacement Project EA (January 2025), accompanying EA documentation including appendixes, and all documentation of public comment and responses to comments as provided by MBTA, are incorporated by reference into this FONSI.

The FTA is aware of the November 12, 2024 decision in *Marin Audubon Society v. Federal Aviation Administration*, No. 23-1067 (D.C. Cir. Nov. 12, 2024). To the extent that a court may conclude that the Council on Environmental Quality (CEQ) regulations implementing NEPA are not judicially enforceable or binding on this agency action, the FTA has nonetheless elected to follow those regulations at 40 CFR Parts 1500-1508, in addition to the FTA's regulations implementing NEPA at 23 CFR Part 771 to meet the agency's obligations under NEPA, 42 U.S.C. §§ 4321 et seq.

## 2. Description of Project

### 2.1 Proposed Action

With federal assistance provided by the FTA, the MBTA proposes to replace the Draw One Bridge, which carries Amtrak passenger and MBTA commuter rail traffic over the Charles River in the cities of Boston and Cambridge, Massachusetts.<sup>1</sup> The existing two two-track bascule bridge spans still in use, as well as the supporting infrastructure of the two disused spans, would be replaced with three two-track, standalone vertical lift bridge structures within the footprint of the existing bridges. The new bridge structures would carry six tracks, rather than the four on the current crossings. The Proposed Project would also replace the Boston and Main Railroad (B&MRR) Signal Tower A and modify the Massachusetts Department of Conservation and Recreation (DCR)-owned North Bank Bridge, which crosses the MBTA Right-of-Way (ROW) north of the Draw One Bridge. The existing signal system and switch heaters associated with the Draw One Bridge would be replaced, and a new drainage system would be installed.

### 2.2 Context and Existing Conditions

The existing Draw One Bridge consists of two adjacent, two-track, bridge spans crossing the Charles River, with a timber trestle approach structure to the north and a precast concrete approach structure to the south. As originally constructed in 1930-1931, Draw One comprised four steel bascule bridges crossing the Charles River.<sup>2</sup> In 1969, the superstructures of the two westerly bridges, Spans 3 and 4, were dismantled. The concrete caissons supporting Spans 3 and 4 remain in place, along with the rest pier<sup>3</sup> and portions of timber piers.

The remaining usable bridge spans consist of two Scherzer-type rolling lift bascule bridges.<sup>4</sup> Each bridge span has two tracks, for a total of four tracks crossing the Charles River. Each bridge span includes a steel through truss bascule span and a track girder span. The substructure consists of concrete-filled steel caissons. Structural steel beams are embedded in the upper portion of the caissons. The northern approach structure consists of seven spans of timber trestle supported on timber piles. The southern approach structure, which was reconstructed in 1985 after a fire damaged the original timber trestle, consists of 19 spans of precast concrete slabs and girders supported on a combination of timber piles and steel H piles.

Signal Tower A is located just north of the Draw One Bridge, east of the tracks. The structure was built in 1930 and housed the control system for bridge operations as well as the electric room and an overlook room for the bridge operator. The building is severely deteriorated and contains asbestos; to protect

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<sup>1</sup> DCR's Cross River Pedestrian and Bicycle Crossing project is an entirely separate project from, and not part of, the Proposed Draw One Bridge Replacement Project considered herein. Refer to **Appendix A**, "Responses to Comments on the Draft EA," for additional information provided in response to comments received during the public review period for the Draft EA that pertained specifically to this separate project.

<sup>2</sup> Rare Old Bridges Replaced in B. & M. Railroad Terminal Improvements at Boston, *Engineering News-Record* 107 (5 November 1931):718-722.

<sup>3</sup> A rest pier is a pier designed to carry the load of a bridge's swing span when in the closed position.

<sup>4</sup> The existing bridge spans are double-track structures in the form of single-leaf rolling-lift bascules, a design made famous by the Scherzer Rolling Lift Bridge Company of Chicago.

operations staff, a temporary control tower was built in 2018. This 14-foot-high structure consists of an observation deck supported by a steel frame on a ten-by-ten-foot concrete pad. Conduits below grade connect the temporary control tower to the equipment “left in place” in the adjacent Signal Tower A.

## 2.3 Purpose and Need

Replacement of the Draw One Bridge is critical to keep the MBTA system in a state of good repair and improve the reliability and safety of MBTA commuter rail and Amtrak services. The bridge is a crucial rail link between Boston and greater New England. Tens of thousands of people use these services every week, travelling for purposes including work, school, recreation, culture, and medical care, mainstays of the regional economy. Safe and reliable rail options make it easier for commuters and other travelers to keep their cars at home and off congested freeways and city streets limit greenhouse gas emissions and contributes to better air quality.

Through a decade-long series of detailed inspections, MBTA determined that the Draw One Bridge suffers from structural deficiencies that severely reduce the reliability of commuter rail service and negatively affect navigation access along the Charles River. Service has been regularly disrupted during the past several years by signal-related delays, crossing gate failures, and emergency repairs of steel structural elements, usually undertaken on weekends. Structural, mechanical, and electrical deficiencies also reduce the reliability of the bridge operating system, disrupting marine traffic in the Charles River.

In addition, the structural integrity of the existing Signal Tower A building is failing, and the building is at the end of its useful life. Structural problems include several cracks in the brick masonry that prohibit its rehabilitation. The building contains asbestos-containing materials (ACM) and lead-contaminated paint (LCP), which presents a safety concern for workers and prevents its use, requiring them to work from a separate temporary control tower. Signal Tower A must be replaced with a new, safe, permanent facility designed and situated to support the operations of the proposed three-span bridge structure.

The purpose of the Proposed Project is to keep this portion of the rail system in a state of good repair and improve the reliability and safety of MBTA commuter rail and Amtrak services by:

1. Replacing the current two-span bridge – which is classified as both functionally and operationally obsolete and approaching the end of its useful life – with three new spans, which would stand within the same footprint as the historic bridge structures and carry two additional tracks across the Charles River, connecting to North Station; and
2. Replacing the existing signal tower and temporary control tower with a new Tower A to serve the operations of this new bridge.

## 2.4 Alternatives Considered

The MBTA considered two alternatives for the Proposed Project: Build and No Build (No Action).

### 2.4.1 Build Alternative

MBTA has studied the Draw One Bridge in detail to determine the viability of ongoing repair and the feasibility of rehabilitation (i.e., partial reconstruction), rather than replacement. MBTA determined that full replacement would be required and that fewer than four tracks over the river would be insufficient to

provide reliable service into the station in both the construction period and in the future operational condition. Additional permanent tracks would be required during bridge replacement to avoid service disruptions.

The build alternative consists of three standalone vertical lift bridge structures, each supporting two bridge tracks over the Charles River and providing access to at least four North Station tracks. The three standalone movable bridge spans would enhance the flexibility of rail operations. During construction, one new bridge would be constructed and commissioned, then each of the existing bridge spans would be replaced in successive stages so that four tracks across the Charles River would remain operational at all times. Once construction is complete, any one bridge can be removed from service for maintenance or repair, leaving four tracks in operation and, in turn, allowing access to at least eight station tracks at any time.

#### 2.4.2 No Build (No Action) Alternative

The No Action Alternative represents conditions in the future without the Draw One Bridge Replacement Project. Under the No Action Alternative, the existing bridge crossings and Signal Tower A would remain in service in perpetuity while receiving periodic maintenance to maintain operations.

The No Action Alternative was not advanced for further evaluation because it would not meet the purpose and need. However, the EA analyzes the No Action Alternative because it provides a baseline for understanding how the Draw One Bridge Replacement Project may affect such conditions in the future.

### 3. Summary of Agency Coordination and Public Involvement

The FTA and MBTA developed a Public Involvement Program (PIP) to coordinate engagement with stakeholders and members of communities potentially affected by the Proposed Project (e.g., residents, businesses, commuters, etc.), elected representatives of those communities, as well as federal, state, and local government agencies.

#### 3.1 Agency Coordination

The FTA facilitated Section 106 consultation with the Massachusetts Historical Commission (MHC), the Massachusetts State Historic Preservation Office (SHPO), in early 2020 and held an initial meeting with MHC and additional Section 106 consulting parties – including the Boston Office of Historic Preservation and the Cambridge Historical Commission – on February 4, 2020. Most recently, the FTA met with the Section 106 consulting parties on May 2, 2024, May 30, 2024, and September 5, 2024 to discuss the proposed mitigation measures in the draft MOA. Refer to [Section 5.2, “Section 106 Consultation,”](#) for additional information related to Section 106 consultation and mitigation measures that would be implemented with the Proposed Project.

MBTA distributed an introductory email on May 13, 2024, to Amtrak, Boston Duck Tours Company, Boston Sand & Gravel, the Charles River Boat Company, the Massachusetts Department of Transportation (MassDOT), Massachusetts General Hospital (MGH), and the State Police to describe the Proposed Project

and provide an opportunity to request individual follow-up meetings. In response, MBTA delivered a presentation to these groups, with the exception of the State Police, to discuss project alternatives, resources that may be affected by construction and operations, measures to minimize or mitigate adverse environmental impacts, and other environmental review and agency consultation requirements for the Proposed Project. MBTA distributed the presentation to the State Police via email as they were unable to attend this initial meeting.

The Massachusetts Department of Conservation and Recreation (DCR) is a state agency that manages state parks and oversees more than 450,000 acres in Massachusetts. The agency owns and manages several publicly-owned, public parks and recreational facilities in the vicinity of the project. MBTA met with DCR on June 5, 2024 and again on November 20, 2024, to provide an overview of the Proposed Project and discuss the potential use of Section 4(f) properties under the jurisdiction of DCR and proposed mitigation measures.

### 3.2 Public Engagement

An initial public meeting was held June 6, 2024. The purpose of that meeting was to introduce the Proposed Project and obtain feedback from the public on the proposed design and potential impacts.

Public engagement and agency coordination for the Draw One Bridge Replacement Project EA were conducted pursuant to the requirements of NEPA. The EA was made available for public comment from Friday, December 6, 2024 at 12:00 PM through January 6, 2025 at 12:00 PM. A legal notice of availability was published in *The Boston Globe* on December 7, 2024 and in *The Boston Herald* on December 8, 2024.

The EA was made available for public review at the following locations

- FTA Region 1 Office Kendall Square | 220 Binney Street Suite 940 Cambridge, MA 02142
- State Transportation Building | MBTA Draw One Bridge Replacement Program, 10 Park Plaza, Boston, MA 02116
- Boston City Hall | One City Hall Plaza, Boston, MA 02201
- Boston Public Library | 700 Boylston Street, Boston, MA 02116
- Cambridge City Hall | 795 Massachusetts Avenue, Cambridge, MA 02139
- Cambridge Public Library | 45 Pearl Street, Cambridge, MA 02139

The EA was made available online via the project website at: [www.MBTA.com/DrawOne](http://www.MBTA.com/DrawOne).

Additionally, a link to the EA on the project website was forwarded to federal, state, and local agencies; to interested parties; and to Cooperating Agencies (the United States Coast Guard [USCG] and the United States Army Corps of Engineers [USACE]) and one Participating Agency (the Federal Railroad Administration [FRA]) on December 13, 2024.

A virtual public hearing was held via Zoom on Thursday, January 2, 2025, from 6 PM to 7:30 PM, and an open house was held on Friday, January 3, 2025, from 4 PM to 6 PM at the Lewis Room of the Cambridge Public Library - Central Square Branch, 45 Pearl Street, Cambridge, MA.

Written comments on the EA were received from one Federal agency, 15 municipal agencies and/or departments, 15 non-governmental organizations, 360 individuals, and one business. Additionally, six

individuals, consisting of one City representative and the public, provided testimony at the public hearing. In sum, MBTA identified 387 individual comments received on the EA. These comments and MBTA responses to those comments are documented in **Appendix A**.

Over 360 comments were non-substantive in nature that were not related to the action described and analyzed in the EA.

MBTA identified and responded to all written and oral comments received on the EA as part of an appendix to the Final EA. These comments and MBTA's responses to comments were compiled and formally submitted by MBTA to the FTA together with other materials supporting the EA on January 15, 2025, and they are enclosed as **Appendix A** of this FONSI.

The FTA did not receive any comments that required reviewing and re-assessing environmental impact analyses and determinations made in the Draft EA.

## 4. Summary of Environmental Impacts and Mitigation

The Draw One Bridge Replacement Project would return rail infrastructure over the Charles River to a state of good repair and enhance the reliability and safety of passenger and commuter rail for people living and working in or visiting greater Boston and the New England coast.

The Draw One Bridge Replacement Project has been expressly planned and designed to support MBTA's commitment to maintaining current levels of MBTA and Amtrak train service and preserving the on-time performance of the trains arriving at and departing from North Station. The Proposed Project, therefore, would minimize impacts to commuter rail users to the greatest extent practicable.

Construction of the Proposed Project would include the demolition of the Draw One Bridge and Signal Tower A, both of which are eligible for listing in the National Register of Historic Places (NRHP). This significant adverse impact to these historic architectural resources would be permanent, and it would be unavoidable. However, this significant adverse impact would be minimized through the mitigation measures agreed to by the Section 106 consulting parties in the executed Memorandum of Agreement.

MBTA will use the FTA's Project Management Plan to track mitigation plans and permit conditions, as developed in final design, to which MBTA has committed, working in coordination with the cities of Cambridge and Boston, the local community, and regulatory agencies.

### 4.1 Mitigation Measures to Minimize Harm

The mitigation measures and other features of the Proposed Project that reduce environmental impacts, to which the FTA and MBTA have committed in the EA and FONSI, are included in a summary table of potential environmental impacts and mitigation measures (see **Appendix B**). MBTA will implement the mitigation measures described in the EA and in this FONSI. MBTA will design and incorporate into the Draw One Bridge Replacement Project the mitigation measures presented in the EA and this FONSI. The FTA will require in any grant documents for the Proposed Project that it be built in a manner consistent with that described in the EA and that all committed mitigation be implemented in accordance with the EA and this FONSI. The FTA will require MBTA to submit written reports on its progress in implementing



the mitigation commitments. The FTA will monitor this progress through quarterly reviews of the project's progress.

## 5. Determinations and Findings

### 5.1 Federal Uniform Relocation and Real Property Act Compliance

The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (the Uniform Act), as amended, and its implementing regulations, 49 CFR 24, ensure the fair and equitable treatment of persons whose real property is acquired or who are displaced as a result of a federal or federally-assisted project. The Uniform Act, as amended, and its implementing regulations will be followed for property acquisitions required to construct the proposed project.

#### 5.1.1 Property Acquisitions

The Draw One Bridge Replacement Project would require the acquisition of two permanent easements: 1) a 0.003-acre (131 square feet [sf]) portion of currently unmaintained, sparsely vegetated land adjacent to the east side of the MGH administrative building just west of MBTA ROW in order to meet the required 12-foot horizontal clearance from track centerline, and 2) a 0.019-acre (828 sf) area in the proposed South Bank Park for the installation of a new manhole in approximately the same location as an existing manhole to provide phosphorus filtration to the existing MBTA drainage system.

The Draw One Bridge Replacement Project would require five temporary construction easements, including one for the use of MGH administrative building parking lots, three at existing DCR parklands, and one at the future DCR South Bank Park to stage construction equipment and materials and provide construction access.

In addition, MBTA would temporarily use Boston Sand & Gravel property for construction access pursuant to a license agreement, executed in 2001, granting MBTA the right to enter their property for access to and egress from Signal Tower A and MBTA ROW. Further, modifications to the DCR-owned North Bank Bridge required as part of the Draw One Bridge Replacement Project would include the relocation of two existing piers currently located within MBTA ROW as well as the construction of one additional pier. All three new bridge piers would also be located within MBTA ROW. As such, alteration to the existing DCR/MBTA property use agreement for the North Bank Bridge would be required.

Modifications to the North Bank Bridge undertaken as part of the Draw One Bridge Replacement Project may require multiple temporary closures of the boat launch ramp located in North Point Park, west of the MBTA ROW on the north shore of the Charles River, which is used by DCR, the State Police, and the Boston Duck Tours Company. The boat launch ramp is not accessible to the public. If closures of the ramp are determined to be necessary, MBTA will coordinate these closures during construction with each affected party to avoid impacts to their use of the ramp.

The Draw One Bridge Replacement Project would also remove the MGH floating dock and approach ramp adjacent to the MGH administrative building on the south shore of the Charles River to facilitate construction access throughout the construction duration. The MGH-owned floating dock and approach ramp formerly served the prior owner (Spaulding Rehabilitation) and are currently unused. As part of the

Proposed Project, MBTA would reinstall the MGH floating dock and approach ramp in coordination with MGH when the area is no longer required for construction access.

MBTA will follow the Uniform Act for property acquisitions required to construct the proposed Project. The proposed Project would not result in any residential or commercial displacements; therefore, relocation assistance services are not required. In accordance with Federal guidelines, the MBTA will pay fair market value for any easements located on parcels in private ownership, if any, that need to be acquired.

## 5.2 Section 106 Consultation

Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 U.S.C. 300101) requires that federally funded or permitted projects consider the effects of their undertakings on historic and archaeological resources listed in or eligible for listing in the NRHP. Federal agencies must coordinate with the State Historic Preservation Office (SHPO) and potentially affected Tribes to determine whether an undertaking will impact historic and archeological resources. During Section 106 consultation, the FTA engaged the Wampanoag Tribe of Gay Head (Aquinnah), Stockbridge-Munsee Tribe, Narragansett Tribe, and Mashpee Wampanoag Tribe.<sup>5</sup> These tribes were invited to all meetings of Section 106 consulting parties and copied on all Section 106 consultation prior to executing the MOA. The FTA did not receive any comments from the Tribes invited to participate in Section 106 consultation for the Undertaking.

An analysis of the Proposed Project's potential effects on historic and archaeological resources has been prepared in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR 800.

Construction of the Proposed Project would include demolition of the NRHP-eligible Draw One Bridge and Signal Tower A, which would constitute an Adverse Effect to historic resources because it would result in the "physical destruction of or damage to all or part of the property." The SHPO concurred with this finding in a letter dated June 12, 2023.

In accordance with 36 CFR 800.6, an MOA was executed on December 18, 2024, among the FTA, MBTA, SHPO/MHC, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and DCR that identifies the measures to be taken to address adverse effects to these historic architectural resources; it was filed with the Advisory Council on Historic Preservation (ACHP) on January 10, 2025 (see **Appendix C**). The final MOA contains the following mitigation measures:

- Historic American Engineering Record (HAER) documentation for Draw One Bridge, including interpretive narratives describing the history of the bridge spans, focusing on construction, and detailed descriptions of engineering and functional elements, historic plans, photographs, and other documents meeting the appropriate HAER archival standards;
- Historical Architectural Building Survey (HABS) documentation for Signal Tower A, including drawings, history, and photographs;

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<sup>5</sup> In a separate Section 106 consultation in June 2024, the Stockbridge-Munsee Tribe informed the FTA that the Tribe has revised their area of interest in Massachusetts. The Stockbridge-Munsee Tribe is no longer interested in participating in Section 106 consultation for projects in Middlesex County and Suffolk County. As a result of this new information, the Tribe was removed from subsequent Section 106 consultation for the Undertaking.

- Two Interpretive Displays, one on the Draw One Bridge and one on Signal Tower A, in both Cambridge and Boston; a video, available for public viewing online, showing trains crossing the Draw One Bridge and the bridge structures being raised and lowered. The video of the trains crossing and the bridges being raised and lowered shall be linked to a QR code that will be linked to from the interpretive displays;
- A historic context study of bridges across the Charles River, potentially coordinated with Boston's Museum of Science to host an exhibit;
- The potential salvage of significant architectural and engineering features of the Draw One Bridge and Signal Tower A; and
- Provision of design plans to SHPO/MHC, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and DCR for review and comment at certain specific intervals of the design process.

The executed MOA was filed with the Advisory Council on Historic Preservation (ACHP) on January 10, 2024. The ACHP acknowledged receipt of the executed MOA on January 13, 2024. Stipulation XI of the agreement requires MBTA to submit annual reports on the status of fulfilling its mitigation requirements to all signatories to the MOA.

### 5.3 Section 4(f)

Pursuant to Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, codified at 49 U.S.C. § 303 and 23 U.S.C. § 138, USDOT agencies may not approve transportation projects that require use of: 1) publicly owned parks and recreational areas of national, State, or local significance; 2) publicly owned wildlife and waterfowl refuges of national, State, or local significance; or 3) historic sites of national, State, or local significance regardless of ownership of such resources unless a determination is made that there is no feasible and prudent alternative and that all possible planning has been done to minimize harm to Section 4(f) land(s) resulting from such use, or that the use of the property, taking into account avoidance, minimization and mitigation measures, will have a *de minimis* impact. A *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

Appendix J of the EA included an Analysis of Potential Use of Section 4(f) Properties, the findings of which are summarized below.

There are nine publicly owned parks and recreational areas – each of which is considered a Section 4(f) resource – in the immediate vicinity of the Project Limits,<sup>6</sup> including Galvin Memorial Park, the Lynch Family Skatepark, Paul Revere Park, North Point Park, and the North Bank Bridge to the north of the Charles River, as well as Nashua Street Park, the Gridley Locks Footpath, the proposed-but-not-yet-constructed South Bank Park, and a pier and riverfront walkway on the southern bank of the Charles River.

The Proposed Project would not affect Galvin Memorial Park, the Lynch Family Skatepark, and Nashua Street Park. However, with the implementation of measures to minimize harm, the following six Section

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<sup>6</sup> The Project Limits encompass the areas where the replacement bridge and new Tower A building and any other permanent infrastructure would be located, as well as any existing infrastructure to be removed as part of the Proposed Project.

4(f) properties would experience *de minimis* impacts as a result of the Proposed Project: Paul Revere Park, North Point Park, the North Bank Bridge, the Gridley Locks Footpath, the proposed-but-not-yet-constructed South Bank Park, and the pier and riverfront walkway. Therefore, pursuant to the definition of a *de minimis* impact at 23 CFR 774.17 and having fulfilled the coordination requirements at 23 CFR 774.3(b) and 23 CFR 774.5(b)(2)(ii) the FTA has made a *de minimis* impact determination for these six Section 4(f) properties.

DCR concurred with FTA on January 8, 2025, that the Proposed Project would not adversely affect the recreational activities, features, or attributes that qualified the properties for Section 4(f) protection (see **Appendix D**). Measures to minimize harm to parklands and public recreation areas in the vicinity of the Proposed Project have been developed with and agreed upon by MBTA and DCR. Potential measures to minimize harm may include signed detours for pedestrians and bicyclists posted for each walking/biking path affected during construction activities. Regrading; seeding; planting trees, shrubs, and other permanent plantings; and/or general landscaping are other possibilities for areas disturbed by construction.

Consistent with 23 CFR 774.13(a)(2), the existing NRHP-eligible Draw One Bridge spans and Signal Tower A are excepted from Section 4(f) consideration as 4(f) resources because the Proposed Project comprises the replacement of line elements for existing railroad and commuter rail system operations.

## 5.4 Floodplains

As portions of the Project Limits are located within the 100-year floodplain (one percent annual-chance flood event), the Draw One Bridge Replacement Project is subject to the provisions of Executive Order 11988 and USDOT Order 5650.2 on Floodplain Management. The Proposed Project would not be considered a significant encroachment onto the floodplain because it comprises the replacement of MBTA infrastructure already located within a floodplain and would not result in adverse impoundment, diversion, higher flood levels, or contamination of floodwaters. Further, given the minor modifications to the floodplain that would result with the Draw One Bridge Replacement Project, and its location within the already lock-controlled Charles River basin and upstream of the Gridley Locks, adverse impacts to the floodplain or flooding of areas adjacent to the study area are not expected.

Although the Proposed Project has been designed in accordance with MBTA's Flood Resiliency Design Directive and Drainage Design Directive, and with a Design Flood Elevation (DFE) of 13.1 feet, sea level rise would remain a flood risk to the proposed new Draw One Bridge and Signal Tower A given track profile limitations.

## 5.5 Air Quality Conformity

The Federal Clean Air Act (CAA) regulates air quality in the United States. Among other things, it requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS), identify areas not in attainment of the NAAQS, and review/approve State Implementation Plans (SIPs) for achieving those standards. In addition to the CAA, other major regulations applicable to the Project Limits that pertain to the potential air quality impacts of transportation projects include:

- The General Conformity Rule, 40 CFR Part 93 Subpart B; and
- Air Pollution Control, CMR 310 CMR 7.00.

The Draw One Bridge Replacement Project would comply with the Transportation Conformity Rule and is not expected to cause any air quality impacts as result of operational emissions as there would be no projected increase in diesel passenger train operations.

Construction of the Proposed Project would generate emissions from diesel- and gasoline-powered construction equipment, diesel-powered generators, diesel trucks, marine-based diesel equipment and tugboats, and heavy-duty trucks transporting excavated material and delivering construction materials. Building demolition, ground clearing, site preparation, grading, transportation and stockpiling of materials, and on-site equipment movement could result in fugitive dust emissions.

Construction activities would be performed in accordance with established best management practices (BMPs) (e.g., water suppression, use of tarping on trucks hauling loose materials, etc.). Emissions from construction activities are expected to be minimal and are not expected to substantially affect ambient air quality. Construction-period emissions associated with the Proposed Project are not predicted to exceed the General Conformity Rule's *de minimis* emission thresholds. Thus, construction air quality impacts are anticipated to be minor.

## 5.6 Noise and Vibration Findings

The broad steps outlined in FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018) were followed to evaluate the Proposed Project, and construction noise for each stage was calculated using specific source levels and methods provided in the Federal Highway Administration Roadway Construction Noise Model (RCNM). The screening procedure was used to identify which noise- or vibration-sensitive uses could potentially be affected by the Proposed Project and the detailed noise/vibration impact assessment procedures were used to identify potential noise and vibration impacts. The construction noise criteria applicable to the Proposed Project are based on City of Boston noise limits.<sup>7</sup>

The analysis conservatively assumes that all construction equipment, except for pile driving, would operate simultaneously throughout each respective phase of construction and at the construction location closest to each receptor point. Pile driving is allowed as long as it occurs during weekdays between the hours of 7 AM and 6 PM. Based on the results of the analysis, the Proposed Project would result in construction noise impacts that would require mitigation.

Temporary construction vibration levels were predicted for the most vibration-intensive equipment (such as pile drivers) used throughout each respective phase of construction. The analysis conservatively assumes that all buildings are Category III for the damage assessment.<sup>8</sup> Annoyance thresholds are 80 VdB for places where people sleep, 83 VdB for institutional uses, and 84 VdB for offices. Construction vibration predictions indicate that impacts would occur during all construction stages and would require mitigation.

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<sup>7</sup> While Cambridge regulates construction noise via their noise ordinance, which limits construction noise to certain time periods that vary for weekends, Saturdays and holidays, and Sundays, the City of Boston's criteria are associated with quantitative impact threshold metrics and are therefore more readily applicable to analysis. However, the City of Boston does not regulate pile driving.

<sup>8</sup> Vibration Category III comprises institutional uses, including buildings with primarily daytime and evening use. This category includes schools, libraries, and churches.

However, while the analysis assumptions are conservative, the primary cause of noise and vibration impacts would be the use of heavy equipment and pile driving, which would progress across the Project Limits and would not occur continuously throughout the construction period.

In addition, changing the railroad alignment would shift commuter and Amtrak trains closer to some noise- and vibration-sensitive receptors (e.g., the MGH administration building, which comprises only administrative offices, not medical uses), though this change in alignment is not expected to result in exceedances of the applicable impact criteria. Based on the conducted analysis, FTA finds the Proposed Project with mitigation measures described herein would not result in significant long-term noise or vibration impacts.

## 5.7 Environmental Justice Findings

Per Executive Order 14096 on Environmental Justice (EJ), a disproportionate adverse effect on an environmental justice population is an adverse effect that is predominantly borne by a minority and/or low-income population or will be appreciably greater for the minority and/or low-income population than for the non-minority and/or non-low-income population. Effects that may occur as a result of a proposed action may be considered in the context of associated mitigation measures and offsetting benefits when determining whether disproportionate adverse effects may be likely to occur.

The Project Limits touch both the City of Cambridge and the City of Boston and are located entirely in an area that can be considered an EJ community based on State guidance. Therefore, any adverse effects from the construction or operation of the Draw One Bridge Replacement Project would occur in an environmental justice community.

However, the Proposed Project would not disproportionately affect EJ communities. The Proposed Project would replace an existing bridge on an existing rail corridor and would represent an overall benefit to the entire community. It is important to the region's continued economic prosperity. The improved safety and reliability of the Draw One Bridge would benefit EJ communities, which comprise a substantial portion of the local community. The long-term benefits of the Proposed Project would accrue not only to the local EJ communities working, living near, or commuting to/from North Station, but also to EJ communities throughout the region that depend on the regional rail accessibility provided by the Draw One Bridge and the regional economic benefits accruing from its continued usage. Based on the analysis, FTA finds the Proposed Project would not result in disproportionately adverse effects on minority or low-income populations.

## 5.8 Executive Order 11990, Wetlands Protection

The USDOT seeks to assure the protection, preservation, and enhancement of the nation's wetlands to the fullest extent practicable during the planning, construction, and operation of transportation facilities and projects. (DOT Order 5660. 1A; Executive Order 11990).

The Project Limits are situated in the lower portion of the Charles River Basin, which separates Boston and Cambridge. Although historically tidal, the Basin has been cut off from the ocean by a system of locks and dams – the Charles River Dam and Locks. The locks are approximately 900 feet downstream of the Project Limits, near the North Washington Street (Route 99) bridge. There are no tidal flows that reverse the general downstream passage of water from the Charles River upstream of the Charles River Dam and

Locks, including within the Project Limits. However, depending on tides, when the locks are opened, there is an upstream incursion of salt water along the bottom of the river, which extends into the lower Basin of the Charles River to varying degrees.

Construction would require both dredging and filling within the Charles River, which would result in sediment disturbance and the production of dredge spoil. Filling would consist primarily of installation of drilled shafts and tremie pour<sup>9</sup> behind “king” pile abutments along the riverbanks. The estimated total temporary surface area disturbance of the riverbed associated with demolition and construction is approximately 30,912 square feet (0.71 acre), and the estimated total area of permanent fill in the riverbed would be approximately 11,411 square feet (0.26 acre). If determined necessary, cofferdams would be installed to support the removal of caissons supporting the former bridge piers and minimize disturbance and dispersal of river sediments. Cofferdam installation would be conducted from a barge prior to the construction of the temporary trestles, and any cofferdams would be removed following caisson removal.

Given the slow water flow velocities and the impounding nature of the river’s lock and dam system, it is not anticipated that the Boston Inner or Outer harbors would experience elevated total suspended sediment levels. Multiple discrete dredging events would occur over the construction duration, but no single dredging event is expected to generate a significant amount of sediment.

These temporary and permanent construction activities will require a USACE Section 404 permit and a Massachusetts Department of Environmental Protection (MassDEP) Section 401 Water Quality Certification (WQC). Mitigation measures to address the required fill within the riverbed will be completed prior to construction as part of the USACE permitting process.

## 5.9 Endangered Species Act (ESA)

The Endangered Species Act of 1973, as amended (ESA), intends to protect threatened and endangered species and the ecosystems on which they depend. The ESA requires a Federal agency to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any listed species or result in direct mortality or destruction or adverse modification of critical habitat of listed species. This requirement is fulfilled under Section 7 of the ESA by review of the proposed actions and consultation with the appropriate agency responsible for the conservation of the affected species. Mitigation may be required to avoid jeopardizing listed species or their habitat.

The determination of the Draw One Bridge Replacement Project’s potential effects on ESA-listed species with potential occurrence in the Action Area<sup>10</sup> was undertaken by evaluating the stressors associated with construction activities when added to existing or baseline conditions. Once a potential effect was identified, it was then assessed to determine the nature of the effect and to characterize the effect in terms of the categories specified in ESA implementing regulations. Effects can be insignificant in that they

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<sup>9</sup> Tremie pour is a method to pour concrete underwater to lessen concrete washout from the surrounding water.

<sup>10</sup> The *Action Area* is defined in 50 CFR 402.02 as “all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action.” For the Proposed Project, the Action Area has been defined to consider three primary potential effects: turbidity resulting from increased suspended sediments; hydroacoustic noise from pile driving; and construction vessel transit activity.

are so small they cannot be meaningfully measured, detected, or evaluated; extremely unlikely to occur; or wholly beneficial.

Based on the analysis and consultation process, FTA determined the Proposed Project may affect, but is not likely to adversely affect, the following seven species: Atlantic sturgeon, shortnose sturgeon, North Atlantic right whale, leatherback turtle, loggerhead turtle, Kemps ridley turtle, and green turtle. The Proposed Project would have no effect on the fin whale because it would not occur in the Action Area. Supporting rationale for the effects analysis includes the following:

- Only the Atlantic and shortnose sturgeons have potential to occur throughout the Action Area, and the potential for occurrence is unlikely due to the generally low quality of the aquatic habitat. The North Atlantic right whale and four sea turtles would not occur above the Charles River Dam and Locks and are unlikely to occur in the Boston Harbor or downstream areas, although transient individuals could be present.
- The quality of aquatic habitat in the Charles River is not suitable for breeding activities and is marginally suitable for foraging. The sturgeons could use the river for migration or movement and potentially foraging, but would not breed or lay eggs in the river.
- Potential effects from the Draw One Bridge Replacement Project relate to increased turbidity during in-water construction activities; noise generated by pile driving and other construction activities; vessel strikes in the Boston Harbor and upstream into the river; and habitat modification from dredging, demolition activities, and installation of new bridge components in the river. The multi-year schedule for construction would spread out some of the effects, and various conservation measures, such as time of year (TOY) restrictions and sediment control, would minimize or avoid some effects. Overall, these effects would be insignificant and discountable with little potential to adversely affect the listed species that could be found in the Action Area.

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) System data report did not identify any endangered species or critical habitats in the vicinity of the Project Limits, nor did it identify birds of conservation concern protected under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act that have the potential to occur within the vicinity of the Project Limits.

Following submittal of consultation request documentation on December 2, 2024, and December 19, 2024, NOAA Fisheries provided concurrence with FTA's conclusion that the Draw One Bridge Replacement Project would not be likely to adversely affect any ESA-listed species or designated critical habitat in a letter dated January 10, 2025 (see **Appendix E** of this FONSI).

## 5.10 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Evaluation was prepared in accordance with Section 305(b)(2)-(4) of the Magnuson-Stevens Act (MSA) to assess the potential impacts to EFH species. The Proposed Project would have temporary and permanent effects on the EFH within the Project Activity Area<sup>11</sup> and on National

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<sup>11</sup> The *Project Activity Area* is defined as the surrounding waterbodies within a ¼-mile radius from the center of the Project Limits.



Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) Trust Resource Species that could occur in the Project Activity Area.

Though construction activities, like most anthropogenic development activities, are known to have an adverse effect on EFH and fish species, they would be minimized by the employment of various conservation measures. Furthermore, the physical barrier of the Charles River Dam and Locks reduces the likelihood that EFH species would be present in the Project Limits, and the slow water speed allows suspended solids to drop from the water and continually build up upstream of the dam, which would not allow vegetative habitats to develop. The Proposed Project may have adverse, but not substantial, effects on EFH species, because the impacts would be avoided, minimized, and offset (see **Appendix B** of this FONSI).

For NOAA Fisheries Trust Resource Species, a similar conclusion can be drawn, as the Draw One Bridge Replacement Project would implement various measures to minimize the effects of major silt producing activities or high noise levels. The passage past the work site would not be more than 25 percent restricted to allow upstream and downstream migrating fish sufficient room to move through the work site. Construction activities that produce potentially harmful effects on migrating fish would be intermittent over the course of any given day, and the days of a week; for example, nighttime work would occur on a very limited basis, if at all.

Therefore, the Proposed Project would likely have only a minor adverse impact, which is not substantial enough to measurably affect population levels of any species, on EFH and fish species as well as NOAA Fisheries Trust Resource Species. Measures to minimize and mitigate impacts would be implemented, further reducing the impacts to these species (see **Appendix B** of this FONSI).

In a letter dated January 13, 2025, NOAA Fisheries indicated that the EFH assessment for the Draw One Bridge Replacement Project included sufficient minimization and avoidance measures (see **Appendix F** of this FONSI).

## 5.11 Maritime Navigation

The Proposed Project would decrease the current unlimited Draw One Bridge clearance to a minimum vertical clearance of 32.2 feet and a 45-foot horizontal clearance, consistent with clearances provided both upstream and downstream of the Draw One Bridge. USCG has made a preliminary determination that the replacement bridge with the proposed clearances will meet current and future navigation needs. Therefore, the proposed replacement spans would provide sufficient vertical and horizontal clearance for marine traffic and improve the reliability of navigation beneath the bridge, and therefore the future with the Proposed Project would represent an improvement over existing conditions and the No Action Alternative, both of which represent a continuation of infrastructure deterioration, operational deficiencies, and safety concerns.

In addition, construction activities and sequencing in the Charles River would minimize conflicts with navigational traffic. The navigation channel may be temporarily closed, or its width reduced, to allow for staging of construction barges at least five times throughout construction; these closures would be up to approximately one week at a time, totaling up to approximately two months. However, MBTA would coordinate the timing and length of these temporary channel closures with USCG and DCR, and mariners

would be notified as needed. Safety measures (e.g., lighting on barges) would be implemented in coordination with USCG.

## 5.12 Coastal Zone

A small portion of the Project Limits – the east end of the North Bank Bridge at Paul Revere Park – is located within the Massachusetts Coastal Zone; therefore, the Proposed Project is subject to Federal Consistency Review under the Massachusetts Office of Coastal Zone Management’s (CZM) coastal program. Neither construction nor operation of the Proposed Project is anticipated to result in significant adverse effects related to the coastal zone, given that it would be consistent with Massachusetts coastal program policies (e.g., to reduce threats related to coastal hazards). A Federal Consistency Review will be prepared and submitted to CZM during the Proposed Project’s final design phase to facilitate CZM’s review and concurrence prior to construction.

## 5.13 Permits

As described in Section 8, “Federal, State, and Local Permits and Approvals,” of the EA, MBTA will be required to obtain all necessary federal and state permits and approvals prior to the project’s start of construction. **Appendix G** includes a list of required federal and state permits and approvals.

# 6. Conclusion

FTA served as the Lead Federal Agency under NEPA for the project. MBTA submitted an EA in compliance with NEPA (42 USC 4321 *et. seq.*); NEPA’s implementing regulations (40 CFR Part 1500 *et. seq.*); and FTA’s regulations (23 CFR Part 771). The EA describes the project’s potential effects and proposed mitigation measures to reduce impacts.

FTA has reviewed the EA and supporting documents, public and agency comments, and responses to comments. Pursuant to 23 CFR 771.121, FTA finds there are no significant impacts on the environment associated with the development and operation of the Proposed Project as described in the EA and established mitigation measures. Preparation of an Environmental Impact Statement (EIS) is not warranted.

## Appendices:

**Appendix A** – Responses to Comments on the Draft EA

**Appendix B** – Summary of Potential Project Impacts and Benefits and Proposed Measures to Avoid, Minimize, or Mitigate

**Appendix C** – Section 106 Agreement Document (Executed MOA)

**Appendix D** – DCR Concurrence with FTA Section 4(f) *de minimis* Determination

**Appendix E** – NOAA Fisheries ESA Section 7 Consultation

**Appendix F** – NOAA Fisheries EFH Consultation

**Appendix G** – Permits and Approvals

FEDERAL TRANSIT ADMINISTRATION  
REGION 1

Finding of No Significant Impact

**Project:** Draw One Bridge Replacement Project  
Bridge No. B-16-479

**Applicant:** Massachusetts Bay Transportation Authority

**Project Location:** Cambridge and Boston, Massachusetts

**Approved:**

  
\_\_\_\_\_

Peter S. Butler  
Regional Administrator  
Federal Transit Administration, Region 1

**Date:**

1/16/25

**Concur:**

  
\_\_\_\_\_

Charles J. Dyer  
Regional Counsel  
Federal Transit Administration, Region 1

**Date:**

1/16/2025

Appendix A  
Responses to Comments on the Draft EA

## Responses to Comments on the Draft EA

### 1.1. Introduction

This document presents and responds to the oral and written comments received during the public hearing and to the written comments received during the public comment period for the Massachusetts Bay Transportation Authority's (MBTA) National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) for the Draw One Bridge Replacement Project (the "Proposed Project"). The public comment period extended from Friday, December 6, 2024, to 12:00 PM on Monday, January 6, 2025. The public hearing on the Draft EA was held on Thursday, January 2, 2025, from 6 PM to 7:30 PM. The Public Hearing was conducted as a "live" virtual meeting, utilizing the Zoom video communications and teleconferencing platform, which allowed members of the public to participate using the Zoom application from a computer or device, such as a smart phone or tablet, or by dial-in using a telephone. All comments received on the Draft EA, including those provided during the public hearing, as well as all comments provided by email or letter, are identified below.

### 1.2. List of Commenters

#### 1.1.1. Agencies and Governmental Organizations

1. Cambridge Community Development Department, email dated December 23, 2024
2. City of Beverly, email dated December 30, 2024
3. City of Boston, email dated January 6, 2025
4. City of Boston, oral statement delivered January 2, 2025
5. City of Cambridge, email dated January 6, 2025
6. City of Medford, email dated December 24, 2024
7. City of Melrose, email dated January 2, 2025
8. City of Peabody, letter dated January 2, 2025
9. City of Woburn, Massachusetts Planning Board, email dated December 18, 2024
10. Environmental Protection Agency (EPA) New England-Region 1, email dated January 6, 2025
11. Greater Portland Council of Governments, email dated December 24, 2024
12. Merrimack Valley Planning Commission, email dated December 31, 2024
13. Northern Middlesex Council of Governments, email dated December 30, 2024
14. Town of Belmont, email dated December 23, 2024
15. Town of Concord, email dated January 3, 2025
16. Town of Harvard, email dated January 2, 2025
17. Town of Saugus, email dated December 20, 2024

#### 1.1.2. Businesses and Organizations

18. Boston Sand & Gravel, email dated December 24, 2024
19. Boston Sand & Gravel, email dated January 7, 2025

20. Livable Street Alliance; Charles River Conservancy; WalkMassachusetts; Cambridge Bicycle Safety; Massachusetts Bicycle Coalition; Boston Cyclists Union; Friends of the Community Path; Car Free Boston; Malden Safe Streets; Somerville Bicycle Safety; Somerville Alliance for Safe Street (SASS); East Coast Greenway Alliance; BU Bridge Safety Alliance; Somerville Transportation Equity Partnership (STEP), email dated January 6, 2025
21. Norwottuck Network, Inc., email dated January 6, 2025
22. WalkMassachusetts, email dated January 6, 2025

1.1.3. General Public

23. Acevedo, Anthony L., email dated January 6, 2025 (*form letter*)
24. Adams, Elisabeth, email dated January 6, 2025
25. Agarwal, Adrienne Gembala, email dated January 5, 2025 (*form letter*)
26. Ahn, Hannah, email dated January 6, 2025
27. Alver, Burak, email dated January 5, 2025
28. Arthaud, Farid, email dated January 5, 2025 (*form letter*)
29. Augustine, Maddy, email dated January 6, 2025
30. Bacher, Ed, email dated January 6, 2025
31. Barringham, Kelsey, email dated January 5, 2025
32. Barron, Tyler, email dated January 6, 2025
33. Barry, Andrew, email dated January 5, 2025
34. Baudoin, Vincent, email dated January 5, 2025 (*form letter*)
35. Beeker, Samuel, email dated January 6, 2025 (*form letter*)
36. Bégot, Aurélien, email dated January 6, 2025
37. Benton, Richard, email dated January 5, 2025 (*form letter*)
38. Beretsky, Laura, email dated January 5, 2025
39. Berkowitz-Geller, Joshua, email dated January 6, 2025
40. Bernstein, Sam, email dated January 6, 2025 (*form letter*)
41. Bhat, Sanjit, email dated January 6, 2025
42. Bhullar, Pammi, email dated January 6, 2025 (*form letter*)
43. Bibbins, Patrick, email dated January 5, 2025
44. Block, Sarah, email dated January 6, 2025
45. Block-Schwenk, Kevin, email dated January 6, 2025
46. Boswell, Mark, email dated January 5, 2025
47. Bosworth, Will, email dated January 6, 2025
48. Botelho, Emily, email dated January 6, 2025
49. Bowden, Darrah, email dated January 5, 2025
50. Brennan, Susan and Burke, Howard, email dated January 6, 2025
51. Breuer, Sarah Dylan, email dated January 6, 2025
52. Bridges, Max, email dated January 6, 2025
53. Britton-Colonnese, Jennifer D., email dated January 5, 2025
54. Brown, Jerish, email dated January 5, 2025

55. Burkett, Patrick, email dated January 6, 2025
56. Burkhardt, John, email dated January 6, 2025
57. Bychkovsky, Brittany, email dated January 5, 2025
58. Byers, Conleigh, email dated January 6, 2025 (*form letter*)
59. Callahan, Dylan, email dated January 5, 2025
60. Capet, Lise, email dated January 6, 2025 (*form letter*)
61. Carlson, Ken, email dated January 5, 2025
62. Carney, Chuck, email dated January 6, 2025 (*form letter*)
63. Carrick, Richard, email dated January 5, 2025 (*form letter*)
64. Carty, Matt, email dated January 5, 2025
65. Caruso, Nicholas, email dated January 6, 2025
66. Chase, Mark, email dated January 5, 2025 (*form letter*)
67. Chase, Henry, email dated January 5, 2025 (*form letter*)
68. Chen, Jon C., email dated January 5, 2025 (*form letter*)
69. Chen, Suelin, email dated January 6, 2025
70. Chin, Gary, email dated January 6, 2025
71. Christensen, Anika Liv, email dated January 6, 2025 (*form letter*)
72. Clark, D., email dated January 5, 2025 (*form letter*)
73. Cohen, Jonathan, email dated January 5, 2025
74. Collet, Thomas A., email dated January 6, 2025
75. Costello, Sarah, email dated January 5, 2025
76. Cowan, Charlie, email dated January 6, 2025 (*form letter*)
77. Cowherd, Robert, email dated January 6, 2025 (*form letter*)
78. Cram, Erin, email dated January 5, 2025
79. Craven-Brightman, Lincoln, email dated January 6, 2025
80. Cullen, Christopher, email dated January 6, 2025 (*form letter*)
81. Daitzman, Sam, email dated January 5, 2025 (*form letter*)
82. Danner, Cheryl, email dated January 6, 2025
83. DaRocha, Maria del Carmen, email dated January 5, 2025
84. Davidson, Marc, email dated January 6, 2025
85. Dawson, Audrey, email dated January 5, 2025
86. Dayalu, Rashmi, email dated January 5, 2025 (*form letter*)
87. De Remer, Matthew, email dated January 6, 2025
88. Dean, David, email dated January 6, 2025
89. Denison, Charles, email dated January 5, 2025
90. Dietterich, Dan, email dated January 5, 2025
91. Dingens, Adam, email dated January 5, 2025 (*form letter*)
92. Discenza, Dan, email dated December 10, 2024
93. Dornin, Christopher, email dated January 5, 2025
94. Dotson, Miranda P., email dated January 6, 2025
95. Downing, Sue, email dated January 5, 2025



96. Dredge, Ert, email dated January 5, 2025
97. Duke, J. Darcy, email dated January 6, 2025
98. Dunn, Ron, email dated January 6, 2025
99. Egan, Thomas, email dated January 6, 2025
100. Elvis, Camilla, email dated January 5, 2025 *(form letter)*
101. Epstein, Ari, email dated January 5, 2025
102. Epstein, Alex, email dated January 5, 2025
103. Epstein, Jacob, email dated January 6, 2025
104. Epstein, Jana, email dated January 6, 2025
105. Eshghi, Shawdee, email dated January 6, 2025 *(form letter)*
106. Fanelli, Elijah, email dated January 5, 2025
107. Farago, Julie, email dated January 5, 2025 *(form letter)*
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110. Feitor, Jessica, email dated January 6, 2025 *(form letter)*
111. Fellman, Claire, email dated January 6, 2025
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113. Fitzpatrick, Robert, email dated January 6, 2025
114. Focaracci, Madelyn, email dated January 5, 2025 *(form letter)*
115. Fountain, Andrea, email dated January 6, 2025
116. Francis, Kathleen, email dated January 6, 2025
117. Frank, Ethan, email dated January 5, 2025
118. Freidberg, Susanne, email dated January 5, 2025
119. Freund, Hugh, email dated January 6, 2025 *(form letter)*
120. Frieden, Alexander, email dated January 6, 2025
121. Fritschen, Anna, email dated January 5, 2025 *(form letter)*
122. Frysinger, Mike, email dated January 6, 2025
123. Gacs, Gershon, email dated January 2, 2025
124. Galaitsi, Stephanie, email dated January 6, 2025
125. Galef, Deborah, email dated January 5, 2025
126. Galimberti, Alex, email dated January 6, 2025
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128. Garncarz, Tom, email dated January 6, 2025 *(form letter)*
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135. Graham, Drew, email dated January 6, 2025 *(form letter)*
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138. Green, Mike, email dated January 6, 2025 (*form letter*)
139. Green, Justin, email dated January 6, 2025 (*form letter*)
140. Griepenburg, Anne, email dated January 5, 2025
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142. Hall, Terianne, email dated January 5, 2025
143. Hanlon, Elizabeth, email dated January 6, 2025
144. Hanson, Jacob, email dated January 4, 2025
145. Harris, Alison, email dated January 6, 2025 (*form letter*)
146. He, Neil, email dated January 6, 2025
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151. Hesni, Samia, email dated January 6, 2025
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153. Hilt, Dustin, email dated January 6, 2025
154. Hirschi, Jane, email dated January 5, 2025
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157. Hohl, Katie, email dated January 5, 2025 (*form letter*)
158. Holt, Abbi, email dated January 6, 2025
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175. Kaplowitz, Aaron, email dated January 5, 2025
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178. Kilcoyne, Scott, email dated January 6, 2025
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180. Kinne, Madonna, email dated January 6, 2025
181. Klionsky, Gideon, email dated January 5, 2025
182. Kobaslija, Muris, email dated January 5, 2025 (*form letter*)
183. Koh, Desiree, email dated January 5, 2025 (*form letter*)
184. Kotsatos, Nicholas (Niko), email dated January 6, 2025
185. Kramer, Julia Dudley, email dated January 6, 2025
186. Krechmer, Jordan, email dated January 5, 2025
187. Kresina, Tomas, email dated January 6, 2025
188. Kroop, David, email dated January 5, 2025 (*form letter*)
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191. Lamar, Tom, email dated January 6, 2025
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193. Lawlor, Matthew J., email dated January 6, 2025 (*form letter*)
194. Layzer, Carolyn, email dated January 6, 2025
195. Le, Cynthia, email dated January 6, 2025 (*form letter*)
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199. Levy-Carrick, Nomi, email dated January 5, 2025 (*form letter*)
200. Lewanowicz, Adam, email dated January 6, 2025
201. Lichter, Derek, email dated January 6, 2025
202. Lindgren, Caleb, email dated January 6, 2025 (*form letter*)
203. Lipschitz, Jessica, email dated January 6, 2025 (*form letter*)
204. Louie, Avery, email dated January 5, 2025
205. Lugten, Julie, email dated January 6, 2025 (*form letter*)
206. Lyon, Matthew, email dated January 4, 2025
207. Macon, Allison, email dated January 5, 2025 (*form letter*)
208. Mankins, David, email dated January 5, 2025
209. Mannion, Jenny, email dated January 5, 2025 (*form letter*)
210. Mansutti, Giulia, email dated January 6, 2025
211. Marcus, David J., email dated January 5, 2025
212. Marra, Greg, email dated January 5, 2025
213. Marriott, Joshua, email dated January 5, 2025 (*form letter*)
214. Marshal, Adj, email dated January 6, 2025
215. Martin, Liz, email dated January 6, 2025 (*form letter*)
216. Martins, Brian, email dated January 6, 2025 (*form letter*)
217. Mason, Tom, email dated January 5, 2025
218. Mathews, Katia, email dated January 6, 2025

219. Matson, Michael, email dated January 5, 2025
220. Maute, Paula, email dated January 6, 2025
221. Mazumder, David, email dated January 5, 2025
222. Mazzotta, Benjamin, email dated January 5, 2025
223. McGrath, Travis, email dated January 6, 2025
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225. McLachlan, John, email dated January 4, 2025
226. McLinden, Josh, email dated January 6, 2025
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228. Meinhold, Max, email dated January 4, 2025
229. Mendelson, James, email dated January 5, 2025
230. Messenger, Sarah, email dated January 5, 2025 (*form letter*)
231. Messina, Adriana, email dated January 5, 2025
232. Meyer, Patrick, email dated January 6, 2025
233. Molloy, Karen, email dated January 6, 2025
234. Montanelli, Luca, email dated January 5, 2025
235. Moore, Meredith, email dated January 6, 2025
236. Moore, Ted, email dated January 6, 2025
237. Moore, Alan, email dated January 6, 2025
238. Moran, Jasmine, email dated January 6, 2025
239. Moreshead, Emily, email dated January 5, 2025
240. Mueller, Brendan, email dated January 6, 2025
241. Naylor, Adrienne, email dated January 6, 2025
242. Ndicu, Francis, email dated January 6, 2025 (*form letter*)
243. Newman, Ron, email dated January 6, 2025
244. Nguyen, Mai Kim, email dated January 6, 2025
245. Nieman, Linda, email dated January 6, 2025
246. Noenickx, Daniel, email dated January 5, 2025
247. Norman, Zachariah, email dated January 6, 2025 (*form letter*)
248. Nugiel, Molly, email dated January 5, 2025 (*form letter*)
249. O'Connor, Katie (Catherine), email dated January 5, 2025
250. Odzer, Adam, email dated January 5, 2025
251. Ogden, Tyler, email dated January 6, 2025
252. Oishi, Jeffrey S., email dated January 6, 2025
253. Olson, Ariana, email dated January 6, 2025
254. Oltman, Jo, email dated January 5, 2025
255. Orzack, Steven, email dated January 6, 2025
256. Outterson, Kevin, email dated January 5, 2025
257. Pacheck, Adam, email dated January 6, 2025 (*form letter*)
258. Pachova, Pavla, email dated January 6, 2025 (*form letter*)
259. Pait, Felipe, email dated January 6, 2025

260. Panteleev, Jane, email dated January 5, 2025
261. Patterson, Mary, email dated January 5, 2025
262. Pelletier, John, email dated January 5, 2025
263. Pereira, Erika, email dated January 6, 2025
264. Peskoe, Ari, email dated January 6, 2025
265. Pikcilingis, Aaron, email dated January 5, 2025
266. Pransky, Glenn, email dated January 6, 2025
267. Pratt, Robert, email dated January 5, 2025
268. Procaskey, Carla, email dated January 6, 2025
269. Quigley, Maire, email dated January 6, 2025 (*form letter*)
270. Rabinowich, Jenny, email dated January 5, 2025 (*form letter*)
271. Rabinowitz, Samuel, email dated January 5, 2025
272. Rainey-Slavick, Cole, email dated January 6, 2025
273. Ramsey, Julia, email dated January 5, 2025
274. Rappaport, Tuvia, email dated January 5, 2025
275. Ratliff, Sam, email dated January 5, 2025
276. Ray, Andrew, email dated January 6, 2025
277. Read, David, email dated January 6, 2025 (*form letter*)
278. Reading, Emma Michaela, email dated January 6, 2025 (*form letter*)
279. Regan, Susan, email dated January 6, 2025
280. Reinfeld, Sarah, email dated January 5, 2025
281. Reker, Andrew, oral statement delivered January 2, 2025
282. Remillard, Matthias, email dated January 6, 2025
283. Repaci, Max, email dated January 5, 2025 (*form letter*)
284. Reyes, Gastón de los, email dated January 6, 2025
285. Rhodes, Paul, email dated January 5, 2025
286. Richard, Martin, email dated January 6, 2025
287. Rifkin, Mark, email dated January 5, 2025
288. Robinson, Kaitlin, email dated January 5, 2025
289. Robinson, C., email dated January 6, 2025
290. Rodriguez, Marcos, email dated January 5, 2025 (*form letter*)
291. Rogers, Alec, email dated January 6, 2025 (*form letter*)
292. Rojas, Ana, email dated January 6, 2025
293. Rome, Steven, email dated January 6, 2025
294. Rose, Sky, email dated December 9, 2024
295. Rose, Joe, email dated January 5, 2025 (*form letter*)
296. Rose, Brian, email dated January 5, 2025
297. Rostampour, Sara, email dated January 6, 2025
298. Rudel, Ruthann, email dated January 6, 2025
299. Ruiz, Rosa, email dated January 5, 2025
300. Russo, Sam, email dated January 5, 2025 (*form letter*)

301. Saccardi, Daniel, email dated January 6, 2025
302. Sarah, Becky, email dated January 6, 2025
303. Schaub, Laura, email dated January 6, 2025 (*form letter*)
304. Schell, Suzanna, email dated January 5, 2025
305. Schindler, Susanne, email dated January 5, 2025
306. Schneeloch, George, email dated January 6, 2025
307. Scholes, Alison, email dated January 6, 2025 (*form letter*)
308. Schuur, Jeremiah, email dated January 5, 2025
309. Scott, David, email dated January 6, 2025
310. Seiberg, Tal, email dated January 5, 2025
311. Seiter, Alessandra, email dated January 6, 2025
312. Sevtsuk, Andres, email dated January 5, 2025
313. Sharpe, Nate, email dated January 5, 2025
314. Sharpe, Debby Stein, email dated January 5, 2025
315. Shea, Ellen, email dated January 5, 2025
316. Shen, Amy, email dated January 5, 2025 (*form letter*)
317. Sikri, Vivek, email dated January 6, 2025
318. Silva, Christopher, oral statement delivered January 2, 2025
319. Silva, Erika, email dated January 6, 2025
320. Slane, Max, email dated January 6, 2025
321. Smith, Michael D., email dated January 5, 2025 (*form letter*)
322. Smith, Susan, email dated January 5, 2025
323. Smith, Lilli, email dated January 5, 2025
324. Smullin, Sylvia, email dated January 5, 2025
325. Sokolov, Michael, email dated January 6, 2025
326. Soltan, Katerina, email dated January 5, 2025
327. Sood, Lakshay, email dated January 5, 2025
328. Spadola, Alexandra, email dated January 5, 2025 (*form letter*)
329. Spasic, Alex, email dated January 6, 2025 (*form letter*)
330. Spinelli, Christina, email dated January 6, 2025
331. Stafford, Matthew, email dated January 6, 2025 (*form letter*)
332. Starr, Abigail, email dated January 6, 2025
333. Stassart, Dominique, email dated January 5, 2025
334. Stillinger, Cynthia, email dated January 6, 2025
335. Stottler, Neil, email dated January 5, 2025
336. Stuart, Guy, email dated January 5, 2025
337. Sudbury, Lindsey Collins, email dated January 5, 2025
338. Sukachev, Denis, email dated January 5, 2025 (*form letter*)
339. Sullivan, Shaun, email dated January 6, 2025
340. Sunderland, Erin, email dated January 6, 2025 (*form letter*)
341. Sussman, Rachel, email dated January 5, 2025 (*form letter*)

342. Szilagyi, Casey, email dated January 5, 2025
343. Tatu, Christian, email dated January 5, 2025
344. Tenenbaum, Mary, email dated January 5, 2025 (*form letter*)
345. Testolina, Paolo, email dated January 6, 2025
346. Thomas, Ashley, email dated January 5, 2025
347. Thomas, Louisa, email dated January 5, 2025 (*form letter*)
348. Thomas, Karen Bell, email dated January 6, 2025
349. Tomaszewski, Jessica, email dated January 5, 2025
350. Tomaszewski, Jessica, email dated January 6, 2025
351. Tong, Matthew, email dated January 5, 2025
352. Totten, Dan, email dated January 6, 2025
353. Tracey, Eric, email dated January 6, 2025
354. Tucker, Nicholas, email dated January 6, 2025
355. Turner, Gordon, email dated January 6, 2025
356. Turner, Hope, email dated January 6, 2025 (*form letter*)
357. Turner-Trauring, Itamar, email dated January 6, 2025
358. Tymon, Judy, email dated January 6, 2025
359. Vandenaabeele, Rob, email dated January 5, 2025
360. Vanderloo, Niels, email dated January 5, 2025
361. Villarreal, Mariah, email dated January 6, 2025
362. Wagner, Claire Louise, email dated January 5, 2025 (*form letter*)
363. Warner, Sofia, email dated January 6, 2025
364. Wasiuk, Stephanie, email dated January 6, 2025
365. Watkins, Kristen, email dated January 6, 2025
366. Wean, David, email dated January 5, 2025
367. Weissman, Lynn, email dated January 5, 2025
368. Weisz, Al, email dated January 6, 2025 (*form letter*)
369. Weser, Oskar, email dated January 6, 2025 (*form letter*)
370. Wettstein, Marit, email dated January 5, 2025
371. White, Ariel, email dated January 6, 2025
372. Wholey, Len, email dated January 5, 2025
373. Wilson, Alexandra, email dated January 6, 2025
374. Wittmann, Matthew, email dated January 5, 2025 (*form letter*)
375. Wong, Lisa, email dated January 5, 2025 (*form letter*)
376. Xu, Walter, email dated January 5, 2025
377. Y., Marjorie, email dated January 6, 2025
378. Yaro, Zachary, email dated January 5, 2025
379. Yates, Jessika, email dated January 6, 2025
380. Yeung, Paige, email dated January 5, 2025
381. Yuen, Erica, email dated January 5, 2025
382. Yuen, Anna, email dated January 6, 2025

- 383. Zafiriou, Kostas, email dated January 6, 2025 (*form letter*)
- 384. Zalewski, Jack, email dated January 6, 2025
- 385. Zinner, Evan, email dated January 5, 2025
- 386. Alexander, email dated January 6, 2025
- 387. Claudia, email dated January 6, 2025

### **1.3. Responses to Comments**

Many comments received during the public review period for the NEPA EA pertained specifically to the inclusion of a pedestrian and bicycle path across the Charles River in the vicinity of North Station as part of the Draw One Bridge Replacement Project. In total, 365 commenters made reference to the “Cross River Pedestrian and Bicycle Crossing”; 361 comments were made exclusively about the Cross River Pedestrian and Bicycle Crossing. These comments are addressed summarily with the following joint statement issued by MBTA, the Massachusetts Department of Transportation (MassDOT), and the Massachusetts Department of Conservation and Recreation (DCR):

*In partnership with the Federal Transit Administration (FTA), MBTA is excited to be taking important steps to advance the critical North Station Drawbridge project, which both DCR and MassDOT support for the modernization of rail service for the future. This project, funded in part by the largest federal grant MBTA has ever received, will replace the 1931 vintage North Station Draw One Bridge with a state-of-the-art lift bridge. This project is a vital investment in modernizing the rail network, ensuring a state of good repair, and enhancing safety for riders taking the Haverhill, Lowell, Newburyport/Rockport, and Fitchburg Commuter Rail lines. Additionally, it will deliver key upgrades to North Station and its surrounding rail infrastructure to improve safety, reliability and operational flexibility at North Station.*

*The MBTA, MassDOT, and DCR appreciate the feedback we have heard in recent months about the vital importance of a bicycle and pedestrian bridge across the Charles River, which has been discussed in conjunction with the North Station Draw One Bridge. The bicycle and pedestrian bridge project is a longstanding commitment of the Commonwealth, which will offer important regional benefits of improved connectivity for this area of the lower Charles River Basin. While engineering and permitting barriers with the North Draw Bridge project do not allow for the construction of a bicycle/pedestrian bridge under the current project, all parties agree that the drawbridge design in no way precludes construction of such a connection in the future. All agencies are committed to exploring options to design and build a future, separate pedestrian/bicycle bridge and connecting infrastructure on both sides of the Charles.*

**Comment 1:** “I'm a resident of East Cambridge, and the siren that goes off when the current bridge goes up or down is extremely loud. I can hear it from more than a mile away. I'm hoping the Draw One replacement project can find a way to satisfy the safety needs of the siren in a less disruptive way. Does it need to be so loud? Can it be played directionally, only towards the river when going down and only towards the tracks when going up? Assuming



that the siren is rebuilt along with the bridge, this project gives a chance to reduce the level of noise in surrounding neighborhoods.” *(Sky Rose)*

Also I'd love a pedestrian crossing there!

**Response 1:** To provide appropriate warning to mariners and railroad personnel of bridge openings and closures, the existing bridges must operate with a siren that complies with all applicable codes and regulations, including U.S. Coast Guard requirements, as well as following American Railway Engineering and Maintenance-of-Way Association’s (AREMA) recommended practices. Operation of the new bridges constructed with the Proposed Project will be subject to these same requirements and operate with a siren similar to current conditions.

Please refer to the MBTA, MassDOT, and DCR joint statement [above](#) for information regarding a bicycle and pedestrian bridge across the Charles River.

**Comment 2:** “I would hate to lose one of the few B&M artifacts we still have. I’m sure we can find a home for it in Charlestown.” The subject of this email was “Saving the signal tower buildings [sic] stone sign.” *(Dan Jaffe)*

**Response 2:** As described in Section 6.2.1, “Mitigation for the Loss of Historic Architectural Resources,” of the EA, pursuant to the requirements of Section 106 of the National Historic Preservation Act (NHPA), a Memorandum of Agreement (MOA) has been executed among FTA, the State Historic Preservation Office (SHPO)/the Massachusetts Historical Commission (MHC), MBTA, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and DCR to identify measures to be taken to address adverse effects to the existing Draw One Bridge and Signal Tower A.

Stipulation III.A.1 of the MOA specifically addresses your concern. It reads in part, “FTA shall ensure that MBTA salvages the stone panel from the exterior cornice of Signal Tower A reading ‘BOSTON AND MAINE RAILROAD, SIGNAL TOWER A.’ The stone panel shall be installed on the Cambridge side of the river in a suitable location to be determined in consultation among MBTA, SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR.”

The MOA contains additional mitigation measures including Historic American Engineering Record (HAER) documentation of the bridge spans; a Historical Architectural Building Survey (HABS) for Signal Tower A; interpretive displays of the bridge and tower in both Cambridge and Boston; a video for public viewing online showing trains crossing the Draw One Bridge and the bridge structures being raised and lowered; a historic context study of bridges across the Charles River; the potential salvage of significant features of the bridge and tower and display of items within MBTA right of way (ROW) or DCR parkland; and provision of design plans to SHPO/MHC, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and DCR for review and comment.

**Comment 3:** “I am writing to you about the Draft EA, as presented in the public hearing on Jan 2. I agree with other comments that the bridge looks very boring, and very white. Can we do more to make this look like an interesting structure? But making a big white concrete mass doesn't exactly 'compliment' the Zakim. You can do better.

Can we save Tower A? It's historic to both railfans and Bostonians. Can it not be kept in tack at a museum or public space, or donated and 'moved' to an area museum? Knocking it down and throwing it away seems like an incredible loss to historic Boston.

And another comment about the pedestrian path - but perhaps more of a comment to the State than the MBTA. I understand the T didn't want a sidewalk on the bridge, and a bridge sidewalk won't fix the challenge of crossing the tracks on the south side of the Charles park system. A pedestrian bridge could come off the current North Point pedestrian bridge, cross the Charles at appropriate clearance height. And then, at railroad clearance height, cross the N Station throat and have pedestrian bridge access from both sides of the throat. Since the T will have equipment there and be disturbing the soil, we could at least get foundations for such a bridge in now, at lower cost, while completing such a bridge at a later point in time.” *(John McLachlan)*

**Response 3:** Section 2.4 of the EA, “Preferred Alternative (Proposed Project),” describes how the current design for the proposed three new vertical lift bridge structures came to be. A previous design was shared in summer 2023 with National Historic Preservation Act Section 106 consulting parties, who requested that it be modified to relate more closely to the aesthetic of the existing Zakim Bridge. In response, MBTA contracted the Boston-based architecture firm Rosales + Partners to modulate the architectural presence of the proposed bridge, specifically modifying the apparent bulk and height of the structure. The currently proposed design is intended to complement the Zakim Bridge and contribute to a shared aesthetic character.

Please refer to the MBTA’s response to Comment 2 for information regarding mitigation measures for the loss of historic architectural resources that would result from the demolition of the Draw One Bridge and Signal Tower A.

Please refer to the MBTA, MassDOT, and DCR joint statement [above](#) for information regarding a bicycle and pedestrian bridge across the Charles River.

**Comment 4:** “I looked on the DOT calendar and did not see any meeting scheduled for the Draw One Bridge. Do you have a calendar of events that you can forward?” *(Erika Pereira)*

**Response 4:** All upcoming MBTA public events will be found at the following site: <https://www.mbta.com/events>. Details pertaining specifically to upcoming events for the Draw One Bridge Replacement Project will be provided at the project website: [www.MBTA.com/DrawOne](http://www.MBTA.com/DrawOne). For any project-related questions or comments, please email [DrawOne@mbta.com](mailto:DrawOne@mbta.com). For public engagement-related concerns pertaining to the project, please contact [publicengagement@mbta.com](mailto:publicengagement@mbta.com)

**Comment 5:** “I would like to comment on three important items regarding this project. The first is the State’s abdication of its promise for a pedestrian and bike connection as part of this bridge. This is just another of a long string of broken commitments related to Big Dig mitigation, and it is unacceptable. It will cost an exorbitant amount to build a standalone bridge for bikes and pedestrians, which means it will never get done if it is not part of this project. At the very least add the foundation for the connection so it can be done at a later date as an attachment to this bridge. Making this connection will dramatically increase the walkshed of North Station, which will make regional rail more valuable for residents of Cambridge and Charlestown who do not have a nearby regional rail stop.

Second, I am not happy that this project requires temporary shutdowns of the North Bank Bridge. This is another example of failure to plan long term, as the bridge is newly built. If this has to happen, you need to coordinate with MassDOT for a safe, concrete protected detour over the Charles River Dam all the way to Causeway St. Without the North Bank Bridge there is no safe access to Gridley Locks or the soon-to-be N Washington St bridge, which means this construction will sever the safe connection of the Somerville Community Path and the Minuteman Trail over the Charles and to the city of Boston entirely. This is unacceptable if it is not mitigated properly. The alternate routes are high speed and dangerous with heavy traffic. Paint, cones, or flex posts are not acceptable safety measures along the detour route.

Finally, I would like to note that building the six track bridge should be wholly unnecessary if we made the wiser investment in North-South Rail Link instead. The cost of this project, South Station Expansion, and Tower 1 interlocking should be studied against the costs and benefits of NSRL. We are spending billions on terminal capacity which would not be necessary with through running operations. The billions spent on the three terminal projects should instead be a down payment towards the project we actually need.”  
*(Thomas Egan)*

**Response 5:** Section 4.2.5 of the EA, “Parks and Recreational Resources, and Pedestrian and Bicycle Facilities,” describes the modification of the North Bank Bridge to accommodate the new track alignment required with the new bridge structures. This modification would require multiple closures of the pedestrian bridge of up to two weeks, totaling one month over a six-month period. Conditions of DCR’s concurrence with FTA’s Section 4(f) *de minimis* determination include that a detour from North Point Park to access Paul Revere Park would be developed in coordination with DCR, and all temporary closures of pedestrian walkways and bicycle paths would be coordinated with DCR and the local community.

Section 1.2, “Purpose and Need,” of the EA describes the purpose of the Proposed Draw One Bridge Replacement Project is to keep this portion of the rail system in a state of good repair and improve the reliability and safety of rail service in the Boston metropolitan area and greater Northeast by replacing the current bridge, which is classified as both functionally and operationally obsolete and approaching the end of its useful life.

Please refer to the MBTA, MassDOT, and DCR joint statement [above](#) for information regarding a bicycle and pedestrian bridge across the Charles River.

**Comment 6:** “Boston Sand & Gravel is a strong supporter of the Draw One Project. We attended the Draft EA virtual meetings and have reviewed the document. Specific to Section 9.0 NON-SCOPE ITEMS there seems to be some misstated information beginning on page 26 and on figure 4 of this section. The text identifies Boston Sand & Gravel as a potential location for the staging and storage of contaminated soil and ground water during the construction of Tower A. Additionally the area is labeled and highlight on Figure 4. We acknowledge the dialog includes the word potential, but please understand the area shown in Figure 4 is well outside the travel areas shown in the reciprocal MBTA agreements. This is part of our active aggregate stock pile area utilized for the daily production of redi-mix concrete. We could never allow this area to be occupied by anyone during construction. We respectfully request you remove the second bullet from the top of page 26, Boston Sand and Gravel- Located north of Tower A from the text document and all the notations shown Figure 4 and make a note in the project file folder as construction documents are being crafted.” *(Boston Sand & Gravel)*

**Response 6:** The text and accompanying Figure 4, “Potential Staging Areas,” in the Phase I Environmental Site Assessment (ESA), which is included in Appendix E, “Hazardous Materials,” of the Draft EA has been annotated for the Final EA to clarify that Boston Sand & Gravel property east of the MBTA ROW would not be used as a “potential location for the staging and storage of contaminated soil and groundwater during construction.”

**Comment 7:** “The EA at p. 22 (43 of viewer) notes: ‘North Station/South Seawall: Construction between North Station and the Draw One Bridge would include... relocation of existing layover power...’

Recommendation: Describe how long layover power will be unavailable between removal and re-installation, and the plan for providing temporary power via generators or other source. Layover power is required under the consent decree between MBCR/Keolis and EPA to minimize idling. Ten power stations should be available.

The EA at p. 56 (77) notes: ‘The Draw One Bridge carries four MBTA commuter rail lines – the Fitchburg Line, Haverhill Line, Lowell Line, and Newburyport/Rockport Line (see Figure 13, ‘Transportation Systems’). Each weekday, these four lines carry a combined total of 178 trains’ and ‘North Station is one of three Amtrak stations in the City of Boston. It serves the Downeaster, which links Boston, Massachusetts with Brunswick, Maine via New Hampshire... It operates five daily round trips between North Station and Brunswick, Maine.’

The EA also notes: ‘Replacement of the Draw One Bridge, along with the related replacement of the trestles, track alignment improvements, and signaling system

upgrades, is necessary to provide safe and efficient rail operations for this large and diverse array of users. ... It is critical that all scheduled commuter rail services are maintained during Proposed Project construction and that the on-time performance of the trains arriving at and departing from North Station is preserved. A minimum of four active tracks over the Charles River and eight active tracks at North Station are required to be in service throughout the construction period, thereby limiting public transportation disruptions.'

The EA at p. 74 (95) also notes: 'The Proposed Project has been expressly designed to facilitate construction staging that 1) maintains weekday service and operations on four bridge tracks over the Charles River and eight active tracks at North Station, and 2) maintains two active tracks over the Charles River and five active tracks at North Station on weekends. Therefore, with current levels of service maintained throughout construction, MBTA and Amtrak rail passengers served by North Station are not expected to experience any substantial disruptions (e.g., schedule changes, delays) as a result of the Proposed Project.'

Finally, the EA at p. 78 (99) notes: 'the Proposed Project would make no significant changes to train operations and would therefore not result in any air quality impacts due to operational emissions.'

**Recommendation:** Considering all these statements and pursuant to other commuter rail bridge and track work in recent years, nearby communities have experienced extended idling by commuter rail locomotives which must pause their travel, and even layover overnight, in informal locations near neighborhoods. We recommend that the analysis describe to what extent commuter locomotives that usually lay over at North Station be positioned elsewhere in the network during non-operating (overnight) and off-peak hours. We also recommend that the analysis explain how much idling will be necessary because locomotives are away from their layover power stations, and any potential resulting air quality and noise impacts on neighbors from the idling.

The EA at p. 75 (96) notes: '4.2.10. Air Quality and GHG Emissions Construction of the Proposed Project would generate emissions from diesel- and gasoline-powered construction equipment, diesel-powered generators, diesel trucks, marine-based diesel equipment and tugboats, and heavy-duty trucks transporting excavated material and delivering construction materials.'

**Recommendation:** EPA recommends that the project include measures to incentivize or require the use of high-Tier construction vehicles and equipment for this project. The language in the excerpts below is limited and outdated in this regard and appears to pass over MassDEP's limit of 30 minutes for locomotive idling.

p. 733 (of viewer; this is the TRC section): '4.2.6.1 Minimization Strategies' ...Although the Build Alternative would not cause any major adverse impacts during construction, compliance with all applicable laws and regulations would reduce pollutant emissions from construction activity. To mitigate these emissions, construction activities would be performed in accordance with construction level best management practices (BMPs). Strategies that could be considered during construction include:

- comply with MassDEP's idling regulations [310 CMR 7.11(1) (b)], requiring that engines idle for no more than five minutes. Post idling restriction signage on project construction sites;
- comply with MassDEP's Diesel Retrofit Program (DRP), which promotes the use of such engine emission controls as oxidation catalysts or particulate filters for diesel engines to the maximum extent practicable. In January 2008, MassDEP amended the retrofit applicability requirement to include engines of 50 horsepower or greater that would be onsite for 30 days or more;

p. 789 (of viewer): '7.1 Construction Noise Mitigation... Key elements to the Plan include:

- Truck idling limited to five minutes... Many types of construction equipment include diesel engines which can be the most significant noise source. Therefore, reducing engine noise is often a key element to mitigating potential impact. Examples of such noise control measures include..." (*Office of Environmental Review EPA New England – Region 1*)

**Response 7:** The MBTA is working with Keolis, the MBTA's commuter rail operator, to address EPA's concerns regarding compliance with 310 Code of Massachusetts Regulations (CMR) 7.11(2) as well as the elements of the Consent Decree, of which Keolis is contractually required to comply as Operator. To the extent this project potentially disrupts the existing infrastructure (10 layover stations at North Station) to operate compliantly, a plan to address and maintain compliance by way of auxiliary power sources will be planned accordingly, to include calculating any additional emissions that may result therefrom. Should locomotives need to idle during construction of the project beyond the allowable duration in accordance with 310 CMR 7.11, and existing layover infrastructure is not available for such use, MBTA will require that its contractors utilize auxiliary power sources to comply with the regulatory requirements. The MBTA has added this item as mitigation commitments for the Proposed Project.

**Comment 8:** "There we go. Okay. Three basic questions: The bridge design in your presentation doesn't look all that great. It needs a little more work. It's a visible feature from a lot of directions, so besides, you know, if it's concrete, it needs to have some texture to it. It's too bland. The walkway on the south side appears to be no longer present. Is that correct? And then the last one is Millers Creek flood protection for the MBTA Orange Line. Ideally since you're right there, building necessary infrastructure to support a levy gate at the mouth of the creek area there would benefit your protection that you need for flood protection of the tunnel works going into Charlestown and the Orange Line." (*Dan Jaffe*)

**Response 8:** Please refer to MBTA’s response to Comment 3 for information regarding the design for and aesthetics of the proposed Draw One Bridge.

Section 4.3.2 of the EA, “Parks, Recreational Resources, and Pedestrian and Bicycle Facilities,” describes the Proposed Project would require the permanent removal of the public sidewalks along both the east and west sides of the existing Draw One Bridge south trestles. These sidewalks, approximately eight feet wide and approximately 255 feet in length on the west side and 420 feet in length on the east side, do not connect to provide cross-river access; the westerly sidewalk connects to the Nashua Street Park on the south bank of the Charles River and the easterly sidewalk connects to DCR property that provides access to the Charles River Dam, Gridley Locks Footpath, and Lovejoy Wharf.

The Millers Creek flood protection for the MBTA Orange Line is not part of the Proposed Project. This comment has been routed to the appropriate team for a response.

**Comment 9:** “I would, in the spirit of learning about the project, I’d like to learn who is the consultant team. Who’s the designer and who’s person in charge of the environmental work?” (*Anne McKinnon*)

**Response 9:** The Design Team supporting MBTA on the Draw One Bridge Replacement Project is led by STV Incorporated, and includes team members HNTB, TRC Companies, Inc., HDR, Inc., and HMMH. The environmental review and permitting effort for the Proposed Project is led by MBTA Environmental Affairs, and is supported by several members of the Design Team, including STV Incorporated and TRC Companies, Inc.

**Comment 10:** “I want to support Chris [Silva] on his comments [regarding the Cross River Pedestrian and Bicycle Crossing]. Yes, we need that pathway. That’s the other side of the bridge that I was concerned with. But when you redo the path to the pedestrian walkway, there is a terrible intersection in the Paul Revere Park. You really -- if you were coming from Charlestown along the Millers Park -- Millers Creek Pathway, and you want to get across that point, you have to take a very sharp turn over a curb. You have to climb over the curb, actually, that’s there. So it would be nice if that was rounded so it is possible to take all three turns without having to make hard turns. So basically, curve it, versus cornering it into a -- I think it is like a 30-degree point. So it’s very uncomfortable when you’re walking. So that would be beneficial if you could do that. And having those walkways. Remember, this is a transit corridor, is it not? So it needs to have transit capabilities. And that is inclusive of bicycle and pedestrian. So that needs to be here. When I was part of the CANA Project, that was one of our biggest points for this walkway space. That was why it was put in to begin with. We need to get it back and better.” (*Dan Jaffe*)

**Response 10:** Thank you for your comment. The goal of the Proposed Project is to replace the aging MBTA rail infrastructure over the Charles River. The pedestrian intersection referred to in this comment lies within Paul Revere Park, which is owned and maintained by DCR. Your comment has been referred to DCR for additional consideration.

Please refer to the MBTA, MassDOT, and DCR joint statement [above](#) for information regarding a bicycle and pedestrian bridge across the Charles River.



Attachment 1  
Comment Matrix

Comment	Commenter	Date Received	Format
<p>I'm a resident of East Cambridge, and the siren that goes off when the current bridge goes up or down is extremely loud. I can hear it from more than a mile away. I'm hoping the Draw One replacement project can find a way to satisfy the safety needs of the siren in a less disruptive way. Does it need to be so loud? Can it be played directionally, only towards the river when going down and only towards the tracks when going up? Assuming that the siren is rebuilt along with the bridge, this project gives a chance to reduce the level of noise in surrounding neighborhoods. Also I'd love a pedestrian crossing there!</p> <p>The Big Dig was planned to include a pedestrian bridge across the Charles near North Station. It was never built. Have the planners for this project considered adding a pedestrian component?</p>	<p>Sky Rose</p>	<p>9-Dec-24</p>	<p>Email</p>
<p>The City of Woburn offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Dan Discenza</p> <p>City of Woburn, Massachusetts Planning Board (John M. Cashell, Sr.)</p>	<p>10-Dec-24</p> <p>18-Dec-24</p>	<p>Email</p> <p>Email</p>
<p>The Town of Saugus offers this letter of support to the Federal Transit Administration and the Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). Moreover, we urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. The \$472 million award will support the replacement of Drawbridge One, a 92-year old drawbridge that spans the Charles River, and provides access for all northern trains arriving at North Station in Boston. The lines include: Fitchburg, Haverhill, Lowell, Newburyport and Rockport MBTA Commuter Rails. Most importantly it will provide the residents of Saugus, who use the commuter line station in Lynn to travel into Boston, with a safe and efficient means of transportation. On behalf of the residents of the commonwealth who depend on public transportation, I urge you to please award the funds to replace this antiquated drawbridge.</p>	<p>Town of Saugus (Michael J. Serino)</p>	<p>20-Dec-24</p>	<p>Email</p>
<p>The Town of Belmont strongly supports the Draw One Bridge Replacement Project (Bridge No. B-16-479). We urge the US Department of Transportation Federal Transit Administration to release the \$427 million in funding awarded for this project through the Multimodal Project Discretionary Grant (MPDG) program. This project is critical for Belmont, with two commuter rail stations, and the entire rail network served by North Station. The existing Drawbridge One (Draw One) is an obsolete, Depression-era drawbridge that spans the Charles River. It is the only access into Boston for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 trains cross Draw One each week. A new bridge is essential for providing efficient rail service for the more than 11 million passengers who ride these trains each year. A new bridge will also facilitate increased ridership to reduce car traffic and to provide other environmental benefits. Please do everything possible for swift approval of the FY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Town of Belmont (Elizabeth Dionne, Matthew Taylor &amp; Roy Epstein)</p>	<p>23-Dec-24</p>	<p>Email</p>
<p>Given the holidays and short time to review and comment on the Draw One draft EA, we would like to request an extension to the due date beyond Jan. 6th. Please let us know if this is possible. Thank you.</p> <p>The City of Cambridge withdraws its request for extending the deadline for the Draw One EA comment period. We will be sending a comment letter by the deadline of Jan. 6th on the project. Thank you.</p>	<p>Cambridge Community Development Department (Bill Deignan)</p>	<p>23-Dec-24</p>	<p>Email</p>
<p>On behalf of Boston Sand &amp; Gravel, please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support the current design of the project, and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. As we noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, specifically the cities and towns served by the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport lines. More than 1,100 passenger trains traverse Draw 1 each week, which amounts to approximately 11,250,000 passengers per year. Replacing the current 92 year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. In addition, the Draw Bridge One project includes significant critical infrastructure upgrades to the track and signal systems which will facilitate smoother and safer operations for the high volume of freight trains and the commuter rail to and from North Station which is vital to our business and economic regional needs. We urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Boston Sand &amp; Gravel (Dean M. Boylan)</p>	<p>24-Dec-24</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>The City of Medford offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. Otherwise, existing Commuter Rail riders in Medford and all communities north of our City may choose to drive instead, further congesting our roadways. Having an operating and useful transit option lessens the burden on the regions already stressed roadway infrastructure. So, replacing this bridge is crucial for the communities north of Boston. On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>City of Medford (Mayor Lungo-Koehn)</p>	<p>24-Dec-24</p>	<p>Email</p>
<p>On behalf of the Greater Portland Council of Governments (GPCOG), please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support the current design of the project, and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. As GPCOG noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, and importantly to our service area in Maine, it is the terminus for the increasingly popular Amtrak Downeaster service. Replacing the current 92-year old bridge is essential to the efficient operation of the Downeaster, so timely replacement is essential. We urge prompt approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Greater Portland Council of Governments (Christopher Chop)</p>	<p>24-Dec-24</p>	<p>Email</p>
<p>On behalf of the City of Beverly I offer this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). The people of Beverly strongly support the project's current design and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines terminal. More than 1,100 passenger trains traverse Draw One each week, approximately 11,250,000 passengers annually. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of our community of Beverly, home to four commuter rail stations along the Newburyport/Rockport line. On behalf of our residents, I urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>City of Beverly (Michael P. Cahill)</p>	<p>30-Dec-24</p>	<p>Email</p>
<p>On behalf of the Northern Middlesex Council of Governments (NMCOG), please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support the current design of the project, and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. As NMCOG noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, specifically the cities and towns served by the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport lines. More than 1,100 passenger trains traverse Draw 1 each week, which amounts to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. We urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Northern Middlesex Council of Governments (Kelly Lynema)</p>	<p>30-Dec-24</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>On behalf of the Merrimack Valley Planning Commission (MVPC), please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support and encourage the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. As MVPC noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, specifically the cities and towns served by the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport lines. More than 1,100 passenger trains traverse Draw 1 each week, which amounts to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this region. We urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Merrimack Valley Planning Commission (Jerrard Whitten)</p>	<p>31-Dec-24</p>	<p>Email</p>
<p>The City of Melrose offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. On behalf of our residents, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>City of Melrose (Mayor Jen Grigoraitis)</p>	<p>2-Jan-25</p>	<p>Email</p>
<p>The Town of Harvard offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. The existing bridge is a rate limiting factor to rapid commuter rail transportation on the Fitchburg line, a key commuter rail supporting the Town of Harvard. The existing bridge is beyond its useful life and has insufficient tracks that delay existing service. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Town of Harvard (Bruce A. Leicher)</p>	<p>2-Jan-25</p>	<p>Email</p>
<p>Will there be a way for pedestrians to cross the river? There used to be a way to walk from North Station to Charlestown crossing the river, but that walkway was closed last time I was there. It would be useful if these greenways were better connected.</p>	<p>Gershon Gacs</p>	<p>2-Jan-25</p>	<p>Email</p>
<p>Email subject line: Saving the signal tower buildings stone sign I would hate to loose one of the few B&amp;M artifacts we still have. I'm sure we can find a home for it in Charlestown</p>	<p>Dan Jaffe</p>	<p>2-Jan-25</p>	<p>Email</p>
<p>I'm a resident of Woburn near the Winchester center commuter rail station and I work at the CambridgeSide Galleria next to Lechmere station. A pedestrian bridge at Draw One would encourage me to use public transit to reach my job (the green line is often unreliable) and enable me to cross the Charles more often for errands, going downtown after work, etc. Please reconsider the decision to remove pedestrian access from this project. The current alternatives for crossing the Charles on a bike or on foot are not convenient or safe.</p>	<p>Sascha Hernandez</p>	<p>2-Jan-25</p>	<p>Email</p>
<p>The Town of Concord, Massachusetts offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. 8-16-479). This community supports the current design of the project and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Town of Concord (Andrea Fountain)</p>	<p>3-Jan-25</p>	<p>Email</p>
<p>Fix this pedestrian bridge business. Utterly insane to think you could just drop it without repercussions.</p>	<p>Jacob Hanson</p>	<p>4-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>I'm writing after the meeting about the draw one bridge rehabilitation. I'm quite concerned around the lack of pedestrian and bicycle connections across the river in the draft environmental assessment. As I understand it, such a pedestrian connection has been in plans for the Charles River Basin since 1995, and is part of the state's obligations to offset the impacts of the big dig. Today, North station represents a substantial barrier in bicycle and pedestrian connections along the waterfront. On the north bank, the north bank bridge carries access across the train tracks, but on the south bank, the paths terminate suddenly at North Station and the MBTA Row. They do not resume on the other side of the station. That there is no plan to fill this gap in the bicycle and pedestrian network is sharply disappointing. I'm a regular bike commuter, and bike or walk to most destinations, when I'm not taking the T. North Station and it's surroundings are not an area I like to route by. The existing paths across the river (the Dam Bridge, the locks, the North Washington St bridge) are poor, and the connections between them are lacking. This is a place where there's great opportunity to connect the esplanade paths and the Somerville community path through North Point park, to connect these networks of comfortable, well used paths. I would also love for this to provide additional connections to north station, with bike and pedestrian wayfinding. I'm very concerned that the response to public concern in this case will not include a concrete implementation plan for pedestrian access. As I noted, the 1995 New Charles River Basin Master Plan (and 2017 update) already included loose concepts of bike/ped access here. Given there's been no progress in 30 years, making no more substantial steps now would be disheartening.</p>	<p>Max Meinhold</p>	<p>4-Jan-25</p>	<p>Email</p>
<p>I travel across the draw one bridge weekly. I travel to and from north station on foot often. It is the MBTAs responsibility to fulfill the promised pedestrian connection as part of mitigation for the big dig 20 years ago. This needs to be part of this design not some fantasy second phase. At North Station there are 14 vehicle lanes 4 train tracks crossing the Charles. For pedestrians the only option is a horribly inadequate and inaccessible lock crossing with very limited capacity.</p>	<p>Matthew Lyon</p>	<p>4-Jan-25</p>	<p>Email</p>
<p>I am writing to you about the Draft EA, as presented in the public hearing on Jan 2. I agree with other comments that the bridge looks very boring, and very white. Can we do more to make this look like an interesting structure? But making a big white concrete mass doesn't exactly 'compliment' the Zakim. You can do better. Can we save Tower A? It's historic to both railfans and Bostonians. Can it not be kept in tact at a museum or public space, or donated and 'moved' to an area museum? Knocking it down and throwing it away seems like an incredible loss to historic Boston. And another comment about the pedestrian path - but perhaps more of a comment to the State than the MBTA. I understand the T didn't want a sidewalk on the bridge, and a bridge sidewalk won't fix the challenge of crossing the tracks on the south side of the Charles park system. A pedestrian bridge could come off the current North Point pedestrian bridge, cross the Charles at appropriate clearance height. And then, at railroad clearance height, cross the N Station throat and have pedestrian bridge access from both sides of the throat. Since the T will have equipment there and be disturbing the soil, we could at least get foundations for such a bridge in now, at lower cost, while completing such a bridge at a later point in time.</p>	<p>John McLachlan</p>	<p>4-Jan-25</p>	<p>Email</p>
<p>I am writing to ask for an accessible pedestrian and bicycle path to be included in the North Station Draw One project. I bike everywhere and a bridge there would help with connections from the community path to North Station, and would be safer and separate from cars (I know the Museum of Science bridge scares some cyclists, especially new ones). Thank you for the work you do to make transportation in Massachusetts safer and better for everyone!</p>	<p>Rosa Ruiz</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I request that you include a safe, accessible pedestrian and bike path on the Draw One bridge. I often walk or bike from Cambridge to the North End and would appreciate a safe alternative to crossing the locks. In my experience, the locks are not a well-known or intuitive path for people to take, which dissuades walking and cycling between Charlestown and Boston. This path was promised as a mitigation for the Big Dig and will allow more people to safely get around Boston without using a car, whether they walk, ride transit, or use a wheelchair. Please follow through on this project to make our cities safer and more livable.</p>	<p>Sam Ratliff</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>My partner bikes from Prospect Hill in Somerville to his job in Government Center every day, weather permitting. The North Washington St bridge is unsafe for bikes and pedestrians, especially at night — I also used to take this route, and have had serious near misses. I am writing to beg you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. Please follow through on existing commitments. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I ride frequently from Brookline to Charlestown as well as from the Seaport, around the North End and then again to Brookline or Cambridge. The path over the Charles River locks is narrow and difficult. We need a better means to cross over. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Terianne Hall</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I ride frequently from Brookline to Charlestown as well as from the Seaport, around the North End and then again to Brookline or Cambridge. The path over the Charles River locks is narrow and difficult. We need a better means to cross over. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Charles Homer</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Rachel Sussman</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. We need to rely on cars less to meet our climate goals!!</p>	<p>Niels Vanderloo</p>	<p>5-Jan-25</p>	<p>Email</p>

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, marginalized users with disabilities, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Lakshay Sood	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Haley Higginbotham	5-Jan-25	Email
As a Cambridge resident who regularly commutes and from Boston via North Station, and increasingly relies on bikes to get around town, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. I would make great use of this path; it would make my commute and travel in and out of Boston proper much easier and safer. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Erin Kane	5-Jan-25	Email
I commute by bike from Somerville to Boston University every day. Last week, I visited RMV in Haymarket (no bike racks in sight!!) and biked to the new green line trail to get home. We really need the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.	Kevin Outterson	5-Jan-25	Email
I'm writing to ask you to add a safe and easy-to-use pedestrian and bicycle path to the North Station Draw One project. On my daily commute from Boston to Somerville I bicycle through Bulfinch Triangle toward Cambridge Crossing, which takes me along Nashua Street, choked with cars eager to get to Storrow or I-93, and then along Charles River Dam Road past the site of Meng Jin's bicycling death. This long-awaited path would allow all of us in the area to get from North Station to North Point Park quickly and safely without navigating and sharing the air with the vehicles of some of the most traffic-choked parts of Boston rush hour, instead paralleling a train right-of-way as we now can do along the incredibly successful Somerville Community Path extension. Thank you all for your continued leadership, and for making transportation in Massachusetts safer and more sustainable.	Ert Dredge	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Amy Shen	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Rashmi Dayalu	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The existing routes to cross the river from North Station are not very friendly for non-car users, both in safety and convenience. An off-street alternative would be welcome by both walkers and bikers, and make commuting without a car much easier and safer. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Katerina Soltan	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Dr. Matthew Tong	5-Jan-25	Email

Comment	Commenter	Date Received	Format
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I understand there are administrative challenges with including this path in the project. Please work to solve these challenges rather than omitting this long-promised component. If it's necessary to separate the projects, then please advance the pedestrian bridge project in tandem with the Draw One bridge — especially given the planned North Bank bridge closures. It would provide an absolutely vital connection for people walking, biking and rolling, in an area where vehicle connections are plentiful but sidewalks and especially bike lanes are extremely subpar. I would extensively utilize this link to access N Station and downtown from Cambridge. Going over the locks on a bike is very inconvenient, and I do not find the vehicle bridges in that area comfortable or safe at all — and I'm a fairly confident young bicyclist. We need walking and biking links that are safe for all ages and abilities — like the Draw One bridge. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Mark Rifkin</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Joe Rose</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I live in Cambridge and crave safer, convenient connection to the North End and North Station so I can bike or jog straight there as an additional option instead of only relying on the MBTA or using the existing paths via the Craigie or North Washington St. bridges, which can feel unsafe/uncomfortable. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Jessie Lan</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Sarah Messenger</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Mark Chase</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and it will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. You can read more about the long-promised history of the multi-use path here: <a href="https://mass.streetsblog.org/2024/06/05/will-a-new-rail-bridge-across-the-charles-include-a-long-promised-walkway-to-north-station">https://mass.streetsblog.org/2024/06/05/will-a-new-rail-bridge-across-the-charles-include-a-long-promised-walkway-to-north-station</a>As a resident of the West End myself for almost 4 years, I personally ride all of the paths around the Charles in this vicinity, and I know that mobility and safety would be greatly improved by creating this path. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Samuel Rabinowitz</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path will improve safety, accessibility, and connections for bike commuters like myself, residents, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Thomas Hentschel</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>It's hard to believe we are at this point in Boston transportation history where we still have to fight for long-promised bike-ped accommodations stemming from the Big Dig. Please do the right thing for the citizens of Massachusetts and include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This critical bicycle-pedestrian infrastructure is absolutely essential for ensuring safety, accessibility, and connectivity for Massachusetts residents and commuters and for people visiting Boston. This is especially true in light of the State's failure to build the South Bank Bridge, the complement to the existing North Bank Bridge Project. The lack of the South Bank Bridge Project makes bike-ped infrastructure on the Draw One Bridge even more vital to link TD Garden and North Station to North Point and Paul Revere Park and the Charles River bike-ped paths. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and I hope that you choose to do the right thing for the citizens you represent in our great state.</p>	<p>Ken Carlson</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>We badly need better pedestrian and cycling connections around North Station. As you likely know, the North Bank Bridge has been a tremendous boon to connectivity in the area. The lack of a similar bridge on the south side of the river is a glaring oversight. The situation can be improved greatly while work is done on the Draw One project. A safe and accessible path is long overdue, and was promised decades ago as mitigation for the Big Dig. The best time to build this was years ago, but the second best time is today. Don't miss this opportunity to create a complete, off-street crossing that benefits transit users and the transit system, by making it more accessible. I hope you'll take the lead on this, to make the area better.</p>	<p>Paul Kafasis</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I often bike there and a bike path would make my commute a lot more accessible - I wouldn't need to get off my bike and carry it up pedestrian stairs, and then ride across sidewalks. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Avery Louie</p>	<p>5-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>It is unfathomable that the Commonwealth and the MBTA would rebuild the bridge to North Station without including a bike and pedestrian component, as required decades ago as one of the Big Dig mitigation items.</p>	Gideon Klionsky	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p> <p>As the North Station Draw One project gets closer to exciting reality, I am writing to ask that you please include the planned multi-use path (linking North Point Park and North Station) in the project, as was promised as part of mitigation for the Big Dig. The planned multi-use path will increase accessibility of the crossing for our most vulnerable citizens, and it will enhance use of commuter rail and other transit services by making the "last mile" easier and more pleasant for commuters. It would also complement the other important steps Boston and Cambridge are taking to enhance the safety and ease of use of bicycles and pedestrian walkways, while not adversely affecting automobile traffic. Thank you for all you do to serve the people of the Commonwealth.</p>	David Leitman	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Ari Epstein	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	David Kroop	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Robert King	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As a frequent user of the Gridley locks, a true pedestrian bridge would be a huge change. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Marit Wettstein	5-Jan-25	Email
<p>I again urge you to keep the past promise to add a pedestrian walkway across the Charles River to North Station as part of the Draw One Bridge Replacement project. That legal contractual commitment made during the Big Dig would complete the vital connection from North Station to the network of multi-use paths across the river (including the Minuteman Bikeway, Cambridge-Waterfront Greenway, Alewife Linear Park Path, and Somerville + Cambridge Crossing Community Path). Right now, there isn't any reasonable direct or off-street option for micromobility commuting across the river from North Station. As I understand it, the team received a few hundred emails after announcing the pedestrian walkway had been cut from the project last year, and just about all the comments at the first meeting about it last year insisted that promise be kept, so it was incredibly disappointing to see the presentation and open house this past week still have no proactive acknowledgement of its removal from the previous plans or any stated plan to ensure that promised connection gets built either as part of this project or immediately alongside it. It was additionally frustrating to hear team members claim they were unaware of the state's contractual commitment to build the pedestrian connection, seemingly opening the project to a lawsuit like when the Green Line Extension project attempted to cut the promised pedestrian path. It further hurt my trust—and the trust of the other attendees I spoke with—to hear the inconsistent and weak excuses for cutting the path given by Draw One team members at the open house. They listed safety concerns and inconveniences with a path over a bridge that opens, but they made clear there was no plan for how that might be done, whether by the MBTA or passed off to another agency. They also made it fairly clear the overall cost to the state and wait time for that pedestrian connection would be greater if it had to be an entirely separate project rather than planned as a phase of the Draw One construction. On the whole, they gave the strong impression the Draw One team and MBTA believe keeping the past promise to build that pedestrian connection to North Station as part of the Draw One Bridge Replacement project should be anyone's responsibility but theirs. I urge you to keep the past promise and commitment to build the pedestrian connection across the Charles River to North Station as part of this project, whether it is attached to the drawbridge or adjacent. Keeping it part of this project would be the most time- and cost-effective way to get that connection built and avoid a lawsuit like happened with the GLX. It seems there are enough other instances of safe, accessible pedestrian paths along railways and over drawbridges that it could be done here. And if there is absolutely no feasible way it could be done with this project, the Draw One team must be absolutely clear which team/agency is taking responsibility for getting the connection built, and on what timeline.</p>	Zachary Yaro	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Adam Dingens	5-Jan-25	Email



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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I live in Cambridge and work in Charlestown close to Sullivan Square. I take the bike and pedestrian bridge from North Point over to Charlestown on my commute to the office because there is no other decent way to get through (the Gilmore bridge is incredibly scary - done that, and Washington St from Somerville isn't much better). Whenever I have a meeting or appointment downtown I take a car - the bridge construction, the narrow winding path at the locks, and the distance needed to get over to the MOS crossing (where a cyclist was killed not too long ago) take biking out of the picture. This is ridiculous and time consuming for such a short distance. This multi-use path would change all of that and intentionally include cyclists while promoting cleaner means of transport into the city without making folks battle cars on the road. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Katie (Catherine) O'Connor</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to support the expansion of protected bike lanes in Cambridge / Boston, particularly the critical connection between North Point Park and North Station. The current routes via the Craigie or North Washington Street bridges are unsafe and uncomfortable for cyclists and pedestrians alike. As someone who bikes in Cambridge and Boston, I've experienced firsthand how protected bike infrastructure makes a tremendous difference in safety and accessibility. The existing crossing at the locks is particularly problematic - it's narrow, bumpy, and poses significant challenges for wheelchair users and families with children. Protected bike lanes aren't just about cyclist safety - they're essential infrastructure that supports our broader community goals: They make "last-mile" connections easier for public transit users They provide safe routes for families, commuters, and recreational cyclists They help Cambridge meet its climate and sustainability targets They make our streets safer for everyone - cyclists, pedestrians, and drivers alike We have a unique opportunity to create seamless, off-street connections that will serve our community for generations to come. Please prioritize protected bike infrastructure in upcoming transportation projects and ensure Cambridge / Boston remains a leader in sustainable urban transportation. Thank you for your consideration and commitment to making Cambridge safer for all road users.</p>	<p>Erica Yuen</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. For almost a decade I commuted by bike from my home in Cambridge to my office in the Seaport district of Boston, and over those years tried many different routes. For some time I took the path through North Point, across the locks, and around the North End, and I always started longingly at the railroad bridge that made such an easy crossing across the river to Boston, "if only I could bike across that" I thought! I spoke to many co-workers who lived in Cambridge and Somerville who said "I would bike. I just don't feel like there's a safe and calm route from there to here". Please help make this critical connection a reality. The more safe bike and pedestrian connections we make, the more people will choose those modes of transit, resulting in a healthier, safer, and more pleasant future for all of us. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Nate Sharpe</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I've been biking in the Cambridge, Boston, Somerville area since 1975. As an active 76-year-old who doesn't own a car, I walk, bike and take public transportation. This crossing was promised as part of the Big Dig. We need alternatives to cars. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Suzanna Schell</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Richard Benton</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe and accessible pedestrian and bicycle path in the North Station Draw One project. This is an important opportunity that should not be missed. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Deborah Galef</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I am a long time Cambridge/Somerville resident and am a pedestrian and a biker. I have been promoted recently to grandmother. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Dominique Stassart</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>As a long time resident of Cambridge, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Burak Alver</p>	<p>5-Jan-25</p>	<p>Email</p>

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Lisa Wong	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for everyone. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. My wife commutes every day by foot between our house in Cambridge Crossing and MGH. At best, her walk is bothersome because of all the badly timed pedestrian crossings of the McGrath Highway. And at worse, her safety is greatly compromised by the large intersections and high speeds of cars. I feel it too when I try to bike across the current bridge: this road isn't made for humans. Boston should strive to be the city of the future and show an example to all of America. This can only be done by placing human beings at the center of efforts in city planning. This is why I believe not only residents but Boston as a whole would greatly benefit from adding soft mobility options to the North Station Draw One project. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Luca Montanelli	5-Jan-25	Email
As a resident of Cambridge who is an avid biker, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I have biked between Cambridge and Boston for 21 years. This path will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Brittany Bychkovsky	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm making this public comment to respectfully request that you reinstate the pedestrian and bicycle crossing associated with this project. This ped/bike link is legally mandated as air quality mitigation for the Central Artery Project. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station. By contrast, just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. Instead, we need a safe, direct ped/bike link from the paths to North Station! It would be pennywise and pound foolish not to complete this Ped/Bike link to North Station as part of the Commonwealth's efforts to reduce greenhouse gases and improve public health. Additionally, a user-friendly ped/bike connection in this area will be of great economic benefit, locally and regionally. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot, bike, wheelchair, etc.	Lynn Weissman	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone - transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jessica Tomaszewski	5-Jan-25	Email
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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I regularly travel between Somerville and Boston via North Point Park. Having a way to access Boston without going through the narrow locks would be a great benefit to me and my family. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Guy Stuart	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. It is an important connection between the Charles River path and the Mass Central Rail Trail (Somerville Community Path), which will extend all the way from Boston to Hudson MA in coming years. The current on-road alternatives is not a connection that many trail users would be willing to make. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Daniel Noenick	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I am a Cambridge resident and homeowner. Father of three and consistent voter in state and federal elections. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please follow through on the commitment to create a complete, off-street crossing that benefits transit users, people walking, and cyclists. Cycling and pedestrian accessibility are high priority issues for me and my family. I have teenage children who commute extensively on bicycle and foot. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Benjamin Mazzotta	5-Jan-25	Email

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. As a daily bike commuter, and a mother with small children who travels on foot a lot throughout the city, I know that having safe and accessible routes for traveling between Cambridge, Charlestown and Boston North End is extremely important for citizens of the Boston area. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jane Panteleev	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. The future of green transportation in Boston and Massachusetts involves getting people out of cars and using transit and micromobility. It involves connecting our communities and giving people more choices and safety when they travel outside of cars. We need North Station Draw One to build for the future and put people first in our infrastructure. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Anne Griepenburg	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Molly Nugiel	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. My husband bikes this way everyday and I worry he's not safe. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Ashley Thomas	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I have recently had the privilege to become a bike commuter. This has exposed just how dangerous it is to bike in places without safe infrastructure. A nice bike path in Medford or Somerville does nothing if it can't take you safely that extra mile to your destination. Please don't leave this critical connector out of the plans. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Mary Patterson	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Madelyn Focaracci	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Louisa Thomas	5-Jan-25	Email
I am writing to strongly urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig and represents a critical step toward improving safety, accessibility, and connections for residents, commuters, and visitors alike. As someone deeply invested in reducing car dependency and fostering sustainable transportation, I believe this project is an essential opportunity to prioritize pedestrian and bicycle safety. A complete, off-street crossing will not only enhance public transit access but also encourage more people to walk or bike, reducing vehicle traffic and emissions in the area. This is more than an infrastructure improvement—it's a commitment to a safer, greener future for all who live, work, and travel in Massachusetts. Thank you for your leadership and for prioritizing sustainable and inclusive transportation solutions in our state.	Jerish Brown	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. For college students like me and countless others who rely on sustainable transportation, this project offers a great opportunity to create a complete, off-street crossing that benefits everyone—whether they use transit, walk, or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Paige Yeung	5-Jan-25	Email

Comment	Commenter	Date Received	Format
I'm so grateful for all the improvements that have made biking and walking safer in the Boston area. A few years ago I lost a friend, a doctor, who was simply crossing the road in a crosswalk in Somerville. It was devastating to a huge community of her family, friends and patients. I'm grateful for the many traffic calming measures, now in place, that might have saved her. And now my child is biking with me around the area, and I breathe a little easier knowing that there are many protected bike lanes to keep us safer. But there are many areas that still need work. I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. The last time I took the current path, I was concerned because it is not ADA compliant and was narrow and bumpy. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jessica Garrett	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Ally'all do is talk about how "traffic is so bad, our streets are so unsafe, and there's nothing we can do about it." Well, here's something you can do about it. Creating safe, enjoyable connections for people (not cars) to places they want to get out of their damn cars. Fewer cars = less traffic. Less traffic = fewer traffic deaths. Simple math. Get it right.	Aaron Kaplowitz	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Hannah Houley	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. I work at MGH in the Charlestown Navy Yard and I walk and ride my bicycle on this route on a regular basis. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Susan Smith	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Elizabeth Feigenbaum	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Adrienne Gembala Agarwal	5-Jan-25	Email
Please include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jordan Krechmer	5-Jan-25	Email
I am 64 years old and live in north Cambridge. I bike, walk and bus to my destinations whenever possible. A safe, accessible pedestrian and bicycle path in the North Station Draw One project would allow me to get to North Station and downtown Boston via bike, something I cannot do now. I urge you to include a complete, off-street crossing in the Draw Bridge One Project that benefits everyone. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jane Hirschi	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a long-promised mitigation for the Big Dig. Biking and walking around makes me feel more connected to the community, and I find that I end up spending more at local shops that way. Please make it safe to bike, walk, and push strollers.	Tal Seiberg	5-Jan-25	Email
I am writing to strongly encourage the inclusion of a safe and accessible pedestrian and bicycle path in the North Station Draw One project. This long-promised mitigation for the Big Dig is a crucial step toward enhancing safety, accessibility, and connectivity for residents, commuters, and visitors alike. This project presents a unique opportunity to establish a complete, off-street crossing that serves everyone—from transit users to those who connect to transit on foot or by bike. Please ensure this vital improvement is part of the final plan. I have always been a biker but the lack of safe off-street paths has led to me driving more as I have become a parent of two worried about our family's safety when biking with traffic. Thank you for your commitment to safe and sustainable transportation!	Lindsey Collins Sudbury	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Instead of removing the public sidewalks along the east and west sides of the existing Draw One Bridge south trestles, as espoused on Page ES-6 of the environmental assessment, pedestrian or bicycle access should be extended to north of the river. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Audrey Dawson	5-Jan-25	Email

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Alexandra Spadola, MD	5-Jan-25	Email
This is a very important message and your decision in this matter will have a far reaching impact on the safety and available connections for all people to move around the city of Boston and Massachusetts. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Tom Mason	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jenny Mannion	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. This is a once in a century opportunity to improve safety and comfort of the pedestrians and bicyclists, many of whom will want to connect to trains at North Station. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Christian Hoepfner	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jon C. Chen	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Barry Jaspán	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Sam Daitzman	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Joshua Marriott	5-Jan-25	Email
I am writing to advocate for a pedestrian/bike bridge connecting North Point and North Station. It was promised decades ago and never delivered. From what I've read, it seems that the requirements and complexity of the DrawOne project make it impractical to include the pedestrian bridge in the same construction project. I'm unqualified to judge. However, the commitment was made and should be followed through on. I would like to hear how you all plan to deliver on that promise. What form that project would take and in what time frame.	Dan Dietterich	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Rob Vandenberg	5-Jan-25	Email

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<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised and legally required as air quality mitigation for the Central Artery Project (the Big Dig). As a frequent user of the Downeaster as well as a previous daily commuter to Salem for 4 years while working for Mayor Driscoll, the fact that the rail is getting replaced is such a huge win. I want to commend the teams that worked to make this happen. Just last Monday I was coming back from Maine and had to sit for 5-6 minutes just outside the bridge while dispatch tried to slot the Downeaster in during the busy evening commute. That's not to mention the times when one bridge has been stuck up with really long delays. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person, let alone a person walking their bike. I have used it and it's not predictably open, you may get halfway across before realizing it's closed and have to turn around. The heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to a heavy volume of car, truck, and bus traffic. Despite the improvements it still does not compare to an offroad path. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station. The pedestrian/bike connections are already there on both sides to make this happen. There are literally connecting paths blocked off with a 300' gap where the bridge is in between. To invest the amount of money for this project without including a direct bike/ped connection is nuts. Just as the linear path next to the Green line extension was a smart move, so will this be. Please work to make it happen, even if it's only including pillings or space for a future funded span. This is a once in 100 years opportunity we need to take.</p>	<p>John Pelletier</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Max Repaci</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Sam Russo</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Mary Tenenbaum</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am a Somerville resident, a bike commuter, and a pedestrian. After surviving a collision with a Jeep on my bike commute about a year ago, I am even more conscious of the importance of infrastructure that keeps cyclists and pedestrians safe. To that end, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. For me personally, being able to bike safely through Somerville on the Community Path and then cross to North Station with a safe, direction connection enables me to put my bike on the train to visit family, to recreate, or even get to an office in Woburn. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Sylvia Smullin</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. My job is in Cambridge, and I often bike and walk to Boston after work. I'm always confused and nervous crossing the river in that area, despite the short distance. A friendly path would be a game changer and ensure a car-free option. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Sarah Costello</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I am writing to strongly encourage the inclusion of a pedestrian and bicycle path in the North Station Draw One project. This path is a crucial piece of a safe and accessible transportation network that will provide significant benefits for those who rely on walking or biking to connect to transit. By incorporating this path, we can make meaningful progress toward a more equitable and sustainable transportation system, ensuring safer and more convenient options for all users. Thank you for the excellent work on the MBTA this year—travel times have greatly improved thanks to the removal of slow zones, which has made such a difference for riders. I am excited to see continued efforts to make transit faster, safer, and more accessible for everyone in Massachusetts.</p>	<p>Casey Saliagi</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>I know that there were concerns with having people near the large machinery of the drawbridge, but I'm sure that's an engineering challenge that can be overcome. Please include the multi-use path in the project - it's a great opportunity to create a safe, accessible connecting path. Thank you for your time.</p>	<p>Ethan Frank</p>	<p>5-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. People biking and walking have had to wait way too long for the States agreed upon mitigation for the big dig (think red/blue connector, Charles River connections, Silver line expansion) This path is a vital, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Nina Garfinkle	5-Jan-25	Email
I hope this message finds you well. I am writing to express strong support for the inclusion of a dedicated pedestrian and bicycle crossing in the Draw One Bridge project, an essential and legally required (per Big Dig mitigation commitments) improvement to the transportation infrastructure connecting the Massachusetts communities north & northeast of the Charles River with downtown Boston. The current crossing at the Boston Harbor Locks is inadequate and poses significant challenges for pedestrians and cyclists. This narrow route forces cyclists to dismount, creating delays and an inefficient experience for all users. The lack of a safe and accessible crossing fails to reflect the growing demand for sustainable, equitable alternatives to car travel. Incorporating a pedestrian and bike crossing into the Draw One Bridge project is not just a matter of convenience but a critical opportunity to enhance equity, safety, and environmental sustainability in the region. Active transit options have proven economic benefits, both near and long term, by supporting local businesses, reducing healthcare costs, and boosting property values. By providing a dedicated and safe pathway, this project can help reduce vehicle congestion, support public health, and encourage sustainable transportation modes. I urge you to include this necessary infrastructure in the Draw One Bridge design and take action to address the pressing need for multimodal accessibility in our urban infrastructure. A dedicated pedestrian and bike crossing will not only serve current users but also contribute to the long-term vision of a greener and more inclusive Massachusetts. Thank you for your attention to this matter. I would be happy to discuss this further or provide additional input.	Elijah Fanelli	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Richard Carrick, PhD	5-Jan-25	Email
I am writing in support of including an accessible pedestrian and bicycle path in the North Station Draw One project. As a biker that frequently crosses through that juncture (usually through the locks), this path would be a game changer both in terms of accessibility and safety! Thank you for your leadership and for making transportation in Massachusetts safer and better!	Walter Xu	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Katie Hohl	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Many people I know are bikers and I want them to be able to commute safely. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Sophie Kaufman	5-Jan-25	Email
I have lived, worked and biked in the Boston area for almost 30 years. In that time, I frequently brought my son to school in a child's seat on the back of my bike. I contributed to Boston's revenues by working at PowerAdvocate near Chinatown and I am constantly biking into the city. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Christopher Dornin	5-Jan-25	Email
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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Camilla Elvis	5-Jan-25	Email
I primarily get around Cambridge and Somerville, and over to Boston, by bicycle, whether transporting my kids to school, getting to work, or heading downtown to shop. We regularly take the community path to North Point Park, and find it really tricky to get past there into Boston. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Greg Marra	5-Jan-25	Email

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As someone who uses the Somerville Community Path from Davis Square to get downtown to work this last connection between North Point park and downtown would really be beneficial to people like me. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Kelsey Barringham	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised (30 years!) mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't drop this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit on foot or by bike. It would make a big difference for people like me who live near the Somerville Community Path to be able to safely get to jobs and destinations in Boston. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Alex Epstein	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This is a connection I would use daily both by bike and on foot. Today I have to either take museum of science (dangerous), walk the canal locks by North Station (sometimes closed, have to walk the bike) or take Washington St bridge (dangerous today, not ready yet and even when it is, it adds almost a mile) A wider more permanent mixed use path across the canal locks could also do the trick. Imagine if the harborwalk extended all the way around North Station and connected along the water to the esplanade. Now stop imagining and make it happen.</p>	Tuvia Rappaport	5-Jan-25	Email
<p>My name is Jonathan Cohen, and I live at 22 Water Street, Apt 923, Cambridge, MA 02141. I commute daily from Cambridge to Boston, frequently relying on the locks to cross, though they are not always consistently open. I'm reaching out to emphasize the importance of including a dedicated pedestrian and bicycle path as part of the North Station Draw One project. This pathway isn't just an improvement — it's a long-overdue commitment stemming from the Big Dig that would greatly enhance safety, accessibility, and connectivity for thousands of people who rely on this route daily. It would very useful for commuters like me between Cambridge and Boston, especially given the danger of the Museum of Science street and the unreliability of the locks. It would also benefit those who want to get to North Station from Cambridge or Somerville. This project represents a rare chance to establish a fully connected, off-street crossing that supports pedestrians, cyclists, and transit users alike. Let's not miss this opportunity to create infrastructure that meets the needs of all commuters and contributes to a more sustainable transportation system. I look forward to seeing a revised plan for this vital project.</p>	Jonathan Cohen	5-Jan-25	Email
<p>I write to you today as a concerned and passionate voter who is deeply invested in the future of our city. The time has come for us to take a crucial step forward in creating a safer, more accessible, and inclusive environment for all. It's a simple but powerful vision: a safe, direct connection across the Charles River that links North Point/Paul Revere Park to TD Garden/North Station. This connection is not just a matter of convenience—it's about people feeling safe and valued in their daily lives. Every day, we witness how the lack of safe, accessible infrastructure hinders our progress, limiting the ability of families, workers, students, and people of all abilities to move through our city with confidence. The current crossings, whether via the Craigie or North Washington Street bridges, are uncomfortable, unsafe, and downright intimidating for those walking, biking, or rolling. We cannot afford to continue tolerating this. The proposed path would offer much-needed relief, ensuring people can cross the river in a way that is not only safer but also more accessible to everyone. Imagine a seamless, off-street alternative that provides a clear, safe route for everyone—from families out for a walk, to wheelchair users, to bike commuters racing against time. This path would eliminate the barriers posed by the narrow, bumpy, and entirely inadequate crossings at the locks. But the benefits go far beyond simply providing a safer crossing. This project would directly support the growth of sustainable transportation modes like biking and walking, which are critical to our shared future. It will also make last-mile connections much easier for commuter rail passengers, helping to integrate different modes of transit and make our city more connected than ever before. For too long, we've lacked a comprehensive and user-friendly way to bridge the gap between the neighborhoods to the north and the bustling commercial center of TD Garden and North Station. Moreover, we cannot ignore the promises made to the people of Boston during the Big Dig. As we all know, the Big Dig came at a tremendous cost, not just in dollars but in disruption, sacrifice, and displacement. But with that disruption came a promise—a promise that once the dust settled, Boston would emerge with a more accessible, livable, and connected urban landscape. Now, we have an opportunity to fulfill that promise by finishing what was started. This new connection across the Charles River is a direct fulfillment of that commitment, ensuring that the progress made through the Big Dig continues to serve the people of our city for generations to come. It's not just an investment in infrastructure; it's an investment in the trust and faith of the citizens who sacrificed for this city's future. We have a unique opportunity to make this vision a reality. The new connection will not only improve safety and accessibility for people of all ages and abilities—it will lay the foundation for future growth, ensuring that our city continues to move in the right direction: toward a healthier, more sustainable, and inclusive future for all of us. I urge you to support this project with the urgency it deserves. This is not just about creating a better transportation route—it's about shaping a future where everyone, regardless of how they move through the city, can feel safe and included. Thank you for your time and your commitment to making our city a better place for all of us.</p>	Christian Tatu	5-Jan-25	Email



Comment	Commenter	Date Received	Format
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Marcos Rodriguez	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. So many valuable improvements have been made to the public realm and pedestrian and cycling connections between Cambridge and Boston in recent years. Please continue this progress. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Susanne Schindler	5-Jan-25	Email
I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Debby Stein Sharpe	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The multi-use path was pledged years ago as mitigation for the Big Dig project, yet is at risk of being left out. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Neil Stottler	5-Jan-25	Email
Please be mindful to the urgency for you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Having suffered 2 accidents already, I really thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	James Mendelson	5-Jan-25	Email
I am a resident in East Cambridge who both commutes and frequently travels to downtown Boston. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Adam Odzer	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Allison Macon	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. This bridge would be a vital connection between the Somerville community path and North Station. This improvement could enable a great number of bike commuters, and take a great number of cars off of our roads. The current options to get from the Somerville community path into Boston are the Museum of Science bridge, which offers only flexposts, a post designed so that cars can travel through it, between bikes and high speed traffic, or North Washington street that would add a mile of travel distance to every trip. Please consider adding this crucial piece of bike and pedestrian infrastructure. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Robert Pratt	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Henry Chase	5-Jan-25	Email
Hello! I'm writing to ask that you include a pedestrian and bicycle path in the North Station Draw One project. Such a path would provide a key connection for people NOT in cars going between Boston and Cambridge, and on both sides of this waterway both cities have made excellent investments in human-scale transportation infrastructure. Let's connect them!	Aaron Pikilings	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Nomi Levy-Carrick	5-Jan-25	Email

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Desiree Koh	5-Jan-25	Email
<p>Ever since the Paul Dudley White bike paths were established, the Boston area has been a leader in bicycle infrastructure, and the Charles River Basin a key part of that infrastructure. I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	David Mankins	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Matthew Wittmann	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Denis Sukahev	5-Jan-25	Email
<p>I'm writing to ask that a pedestrian and bicycle path be included on a new "Draw one" bridge. A bridge here would be perfectly positioned to allow people to cross the river after coming off the Somerville Community path through Cambridge crossing. I often ride this way and the current options to cross are both farther away and busier with car traffic. A bridge in across the Charles here would improve the lives of everyone who passes two and from Boston here. I hope the Commonwealth and the MBTA can include this as a small part of a large infrastructure project.</p>	Dylan Callahan	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible multi-use pedestrian and bicycle path in the North Station Draw One project design. This path is essential to provide a safe, direct connection across the Charles River, linking North Point/Paul Revere Park to TD Garden and North Station. Including this connection will significantly improve safety and accessibility for all users while supporting the growing demand for biking and walking in the area. As a resident of Cambridge and someone who bikes regularly for both transportation and recreation, I recognize how transformative such infrastructure can be for our community. This project is a unique opportunity to fulfill a long-promised improvement from the Big Dig and create a vital link that benefits residents, commuters, and visitors alike. Thank you for your leadership in advancing transportation projects that make Massachusetts safer, more accessible, and sustainable.</p>	Jeremiah Schuur, MD	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors, including for me and my family. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable, and for moving to do so with urgency.</p>	Kaitlin Robinson	5-Jan-25	Email
<p>As a regular user of the Gridley Locks footpath, I would prefer a better alternative where I don't have to dismount my bicycle or come in conflict with pedestrians. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Brian Gibson	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation since the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	David Mazumder	5-Jan-25	Email
<p>As a resident and home owner of East Cambridge, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. My family bikes frequently, and particularly my 10 year old daughter's safety is top priority for me. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Jennifer D. Britton-Colonnese	5-Jan-25	Email

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Anna Fritschen	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bike path in the North Station Draw One project. This path was a promised part of the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. We deserve a safe, direct connection across the Charles River linking North Point/Paul Revere Park to TD Garden/North Station. This is a prime opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or by biking. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Adriana Messina	5-Jan-25	Email
<p>I was recently biking to Boston from Davis Sq and got into a horrible mess trying to cross the river. I ended up confused and on a 4 lane road before dismounting, taking my phone out to study the map, and going on a very large detour because we don't have a good river crossing near Draw One. Thus, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Andrew Barry	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Julie Farago	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. I have been biking this route for years from North Cambridge to the Seaport and better passage over the Charles would be a dream come true. North Point park is one of the great treasures of Boston and safe passage between Cambridge and Boston needs to happen there! Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Lilli Smith	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I also love the idea of a better connection between the fabulous green like extension bike path and downtown Boston. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. I love biking in Boston, Cambridge and Somerville and am a regular bike commuter along the now much safer paths along Beacon St. (where I live) and Northeastern University. Thank you for all your work making bike infrastructure safe and accessible!</p>	Erin Cram	5-Jan-25	Email
<p>I am writing to urge you to please include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. We have been waiting years for this path! It would greatly improve car-free travel in Cambridge and Boston. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Susanne Freidberg	5-Jan-25	Email
<p>My name is Len Wholey and I am a Brookline Town Meeting Member and a Brookline Transportation Board Member in Brookline. I hope you will help improve bicycle/pedestrian safety by including a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Len Wholey	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Muris Kobaslija	5-Jan-25	Email
<p>As a baker, a nurse and a mother living in Boston I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Maria del Carmen DaRocha	5-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	D Clark	5-Jan-25	Email

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Vincent Baudoin	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Farid ARTHAUD	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Claire Louise Wagner	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised and legally required as air quality mitigation for the Central Artery Project (the Big Dig). The alternative means of crossing near there are neither safe nor pleasant for users of all ages and abilities. Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Evan Zinner	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Janet Green	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery. At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station and downtown. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Andres Sevtsuk	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. I pass through this area twice daily in my commute from Cambridge to the West End of Boston so this would directly impact my commute. In addition this link would open up yet another link between Cambridge and Boston for recreation. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Emily Moreshead	5-Jan-25	Email

Comment	Commenter	Date Received	Format
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). On behalf of Bike to the Sea's more than 250 members, I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing—long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Our organization's mission is to connect communities to the Northern Strand Trail (NST), the multi-use path that runs from Lynn all the way to Everett on the right-of-way of a former rail line. Users of the trail use it for recreation, local errands, and importantly, commuting. The planned bridge over the Mystic from Everett to Draw 7 Park in Somerville will greatly enhance the utility of the NST for this purpose, but a truly useful trail network seeks to maximize access to opportunities—and there are even more on the other side of the Charles River. We want users of our trail to be able to get to them easily, efficiently, and most of all SAFELY. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and for our north of Boston region. Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Patrick Bibbins</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>Thank you for your continued work on the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing, which was promised during the Central Artery Project (the Big Dig). I live in Union Square in Somerville, Massachusetts and frequently travel around North Point Park, including North Station to visit family via the commuter rail. This is currently an incredibly challenging area to navigate as a pedestrian and cyclist. The pedestrian-only Gridley Locks Footpath is uneven, narrow, winding, and impossible to get through when walking my bicycle. The next closest alternative would be the Craigie Bridge, by the Museum of Science, which lacks sufficient infrastructure to keep me safe. This is particularly true when I attempted to bike to North Station, as the intersection on the Boston side of the river as well as Martha Road lack any bike infrastructure let alone the necessary full-separation. I need a safe, direct pedestrian and bicycle link from the bicycle path to North Station. A user-friendly pedestrian/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on their commitments during the Big Dig. Please design and build Draw One with a safe, direct pedestrian/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Michael Matson</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. As a resident of Somerville who lives close to the Lowell rail line and GLX, I use the Community Path Extension to travel by bike to North Station and I know firsthand how useful and important this link would be. The routes that currently exist are not as direct, convenient, or as safe as they should be. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is interesting and fun, but narrow and winding. I use this route the most often, but it is anything but expedient. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling upwards of 25 mph and I avoid it because it is so unpleasant. This and the North Washington Street bridge route require a significant detour for those trying to get to North Station. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally, and will boost our quality of life. The current leadership at the State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Darrah Bowden</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency should commit to the design and build of this ped/bike link as part of the Draw One project. This project is critical for safely connecting key parts of Somerville, Cambridge, and Boston for walkers, like me, and for bikers from even more communities. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Ellen Shea</p>	<p>5-Jan-25</p>	<p>Email</p>
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Ian Hutchinson</p>	<p>5-Jan-25</p>	<p>Email</p>

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<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). As I'm sure you know, the Central Artery Project pedestrian and bike improvements were already substantially reduced on the altar of short-sighted cost savings by the previous administration, with the community path through Cambridge and Somerville now being far narrower than originally planned and including several at-grade street crossings. I, like many in the area, use this path extensively and know full well the impact these changes had on cyclist and pedestrian safety. At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Chris Hogan and Ashley Ward</p>	<p>5-Jan-25</p>	<p>Email</p>
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<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing, as a lifelong non-driver and Cambridge resident since 1977, to request that the Draw One project reinstate the pedestrian and bicycle crossing. This has been long-promised with this project as air quality mitigation for the "Big Dig." Central Artery Project. At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Moveable Footpath is barely safe or passable by more than one person, let alone a person and their bike. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route also require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One will be an economic boon locally and regionally. The State and MBTA must recommit to this air quality mitigation for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Sue Downing</p>	<p>5-Jan-25</p>	<p>Email</p>

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<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). This pedestrian and cycling facility is a critical connection for sustainable transportation in the region! I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Mark Boswell</p>	<p>5-Jan-25</p>	<p>Email</p>
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<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing in this area, which has been long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. As a bike commuter who travels from Everett to Charlestown for work and in foul weather takes the T to North Station to access my job near the Navy Yard, I'm very dependant on this path. I also regularly ride into Boston and Cambridge on weekends and recognize the importance of having safe bike/ped access in this area. This connection has been promised for decades, and with the Draw One project moving forward, now is the time to follow through with that promise. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), next to cars and trucks traveling 25 mph, is also not ideal for cyclists of all ages and varying abilities. A safe, user-friendly ped/bike connection built with Draw One bridge will also be an economic boon to the local areas and to the region. The State and MBTA should not renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	<p>Jo Oltman</p>	<p>5-Jan-25</p>	<p>Email</p>
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Do not build this replacement bridge unless it includes a safe pedestrian path to cross the Charles. There are too few crossings to begin with, and pedestrian access concurrent with this drawbridge replacement has been a required Big Dig mitigation since the 1990s. Do you want somebody to sue to enforce this promise? Won't that cause delays and cost overruns? Rest assured I have reached out to my federal representative and senators asking them to pressure DOT to withhold funding unless the design includes a safe pedestrian corridor. This will likely get me nowhere, so I am depending on you to do the right thing.	Matt Carty	5-Jan-25	Email
After speaking with engineers and project managers at the recent public meeting regarding this project, I was told that a pedestrian/bicycle span is absolutely doable as a component of the project - whether as part of the rail drawbridge, or as its own separate span. I was told the reasons for this vital component suddenly being dropped were inter-agency (MBTA, MassDOT, DCR) debates over control and maintenance. Given the pedestrian complaint's low cost (\$30 million out of a \$1.2 billion project), this is not a reasonable explanation as to why it was dropped. I am 37, and never had a driver's license. This does not make me unique among Greater Boston residents. I could not afford a car even if I wanted one. People like me depend on transit, walkability, and pedestrian connections for their economic mobility. Please reinstate the legally-mandated pedestrian span as part of the project, or provide a concrete, binding guarantee it will be built as part of a "Phase II" - the latter of which was informally promised at the meeting. The community depends on public officials like your team to make decisions that are in the best interest of the whole community - not just wealthy suburban commuters. Please do the right thing.	Brian Rose	5-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone — transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Gastón de los Reyes	6-Jan-25	Email
I commute and get around Boston by bike, so bike safety a matter of life and death to me now. It is also currently my own local voting issue. I am happy enough with the state of things in MA for now. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Thomas A. Collet	6-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing --long-promised with this project as air quality mitigation for the Big Dig. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph -- also not ideal for cyclists of all ages and varying abilities. I am a distance runner, and personally use the crossings near Craigie Bridge at least weekly on long runs to connect from the Somerville Community Path/Cambridge Crossing via North Point Park to the Dr. Paul Dudley White Bike Path. I normally cross Charles River Dam Rd at Museum Way, where even the pedestrian signal is not fully protected since vehicles turning southbound still have the green (and are often reluctant to yield, I have found). Additionally, the sidewalk on Charles River Dam Rd closest to the Museum of Science is usually crowded with families and couples walking to and from the Museum, Downtown, and TD Garden. This is wonderful to see, but also means that we must squeeze past one another on a relatively narrow sidewalk, while negotiating with cars entering and exiting the Museum of Science parking areas. As a runner, I often hop off of the sidewalk and into the bike lane to give slower-moving pedestrians more room -- a maneuver that is hardly comfortable given the speed of traffic on the corridor. There is clearly a need for a safe, direct link between the parks and paths north of the Charles River to North Station and Downtown. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Alessandra Seiter	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. It's a critical equity issue that we support alternative routes for people on foot and on bikes.	Claire Fellman	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Madge Kaplan	6-Jan-25	Email
See link below. Once again, if Albany can do it, Boston surely can <a href="https://www.governor.ny.gov/sites/default/files/2022-05/Livingston_Avenue_Bridge.pdf">https://www.governor.ny.gov/sites/default/files/2022-05/Livingston_Avenue_Bridge.pdf</a>	Nicholas Caruso	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Michael Sokolov	6-Jan-25	Email



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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. This off-street crossing would benefit many people—transit users, as well as those who connect to transit by foot or bike. I use the walkway over the locks to get to Boston sometimes, and though it seems like a nice adventure, it would be wonderful to have a more "official" route as a way to North Station and trains to the north, the Peabody Museum in Salem in particular (in my case). Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Carla Procaskey	6-Jan-25	Email
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Please make the new draw bridge safe for cyclists and walkers runners and people in wheelchairs please make the new draw bridge in the north end safe for everyone thank you ron dunn a cyclist	RON DUNN	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Adrian-James Gevero	6-Jan-25	Email
I understand that the current drawbridge replacement plans do NOT include a pedestrian walkway that was agreed to be built by the State as part of the Big Dig project. I think this is wasteful of state funds to undertake this large project, but not include the promised pedestrian walkway. As a daily commuter rail use who commutes from the North Shore to Cambridge, I can attest to the need for more options in pedestrian walkways to the north from North Station. By honoring the state's commitment and building a pedestrian walkway, you will not only be providing the legally mandated remediation for Big Dig activities, but you will have positive environmental impact by increasing option of non-automobile transit from North Station to Cambridge. Please incorporate a pedestrian walkway in the DrawOne replacement plans.	Gordon Turner	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I often cross the Charles River for shopping, work, and recreation. A proper pedestrian and cyclist crossing will be good for the safety of all Massachusetts citizens and for local businesses. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Felipe Pait	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I live in Somerville near the new Gilman Square T Stop. My family and I ride the Green Line to visit Boston on the weekends. We love the large Public Library! We also enjoy biking on the Community Path that is adjacent to the Green Line, though when the path leads to North Point Park / Paul Revere Park, we often turn around because there is no practical pedestrian entrance across the Charles River there. Recently, when some friends visited me from Portland, Maine, they arrived to Boston at North Station via train. They were only 2 miles away from my home, and they wanted to rent Blue Bikes or walk directly to us. But, there was no practical pedestrian route from North Station to Somerville. Something was wrong with the T that morning, so they took a very expensive and slow cab ride. Many years ago, I used to commute daily from Cambridge to Lowell for work, using the Commuter Rail at North Station. Biking from my apartment in Cambridge to North Station was a harrowing experience -- one I would never want to repeat now that I have a spouse and small children! Boston has come a long way in improving its infrastructure, but the connection to North Station and surrounding Boston neighborhoods is an area to continue to improve. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Will Bosworth	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Zachariah Norman	6-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). My name is Gary Chin. I am a resident of Malden, MA who lives in a one car household and bikes into Boston for work. Bicycling is my primary method of transportation. I am writing to request that the Draw One project reinstate the pedestrian and bicycle crossing—long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). The planned bridge over the Mystic River from Everett to Draw 7 Park in Somerville will greatly enhance the network of connections across the Charles River. Currently, I use the pedestrian-only Gridley Locks Footpath and the North Point and Paul Revere Parks area to North Station which are narrow, winding, and put me in conflict with other pedestrians and bicyclists. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and for our north of Boston region. Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Gary Chin	6-Jan-25	Email

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As daily cycle commuters who need to travel from Cambridge to Boston, this would make a huge difference for me and my wife.	Alexander	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jen Lacroix	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Kostas Zafriou	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Hugh Freund	6-Jan-25	Email
With this email, I kindly ask you to consider including a safe and accessible pedestrian and bicycle path in the North Station Draw One project. This path can improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Paolo Testolina	6-Jan-25	Email
PLEASE include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and tourists. Please ensure a complete, off-street crossing that benefits transit riders, bicyclists & handicapped folks. Thank you for making transportation safer and more sustainable.	Paula Maute	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Conleigh Byers	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Giulia Mansutti, PhD	6-Jan-25	Email
As a parent, it is extremely important to me that Massachusetts provide a safe, accessible pedestrian and bicycle path in the North Station as part of the Draw One project. This path will provide promised mitigation for the Big Dig, and will improve safety and accessibility, especially for children wishing to access the amenities on either side. Please prioritize making Massachusetts safer and more sustainable, and letting children get places too.	Stephanie Galaisi	6-Jan-25	Email
I have lived in Boston since 2002, and I've never owned a vehicle. Despite this, getting to North Station, the Boston harbor and the North End has been a challenge. Navigating the sometimes closed-off locks with its tight corners with signs indicating danger if the walkways malfunction or are open to boat traffic has been a lingering concern and a major deterrent. Furthermore, it takes several extra minutes to navigate the locks on foot, requiring more travel time, thus leading to delays getting to work and appointments. This discourages me and others from every other part of Boston, Cambridge and beyond from living and working between regions connected by the locks. Connecting these locations would also eliminate the need to travel on the currently very dangerous Bill Russell Bridge on N. Washington Street. Including the multi use path to North Station from North Point Park would significantly improve transportation between North Station and Boston for nearly every kind of use case, from pedestrians, cyclists, those with mobility devices, wheelchair users and those with limited mobility. I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Emilie Heilig	6-Jan-25	Email

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<p>Regarding the MBTA Draw One project, it appears that the planning team intends to ignore their contractual obligation to build the pedestrian connection, fail their duty to the people of Boston, propose unreasonable alternatives, all while hoping to avoid responsibility by feigning impotence while ignoring their obligations. The decision to exclude the contractually required pedestrian connection is dishonest and offensive. Despite the numerous pedestrian paths throughout the urban center on both sides of the Charles, there are no viable alternatives for pedestrians to cross the river. No matter how long it has been since the initial agreement, your team has a contractual obligation to include the pedestrian path. A pedestrian path on a drawbridge is a viable option: they've existed for centuries and the MBTA's decision to ignore that fact is an insult to the people of Boston. Postponing the pedestrian connection can only be more cost effective if the intent is to postpone it indefinitely, which would fail to meet the MBTA's contractual obligation to implement the connection. That no alternatives have been proposed implies that the team knows this, because the cost of any proposed alternative would be astronomical.</p>	<p>Anna Kelley</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Pavla Pachova</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. I am writing to insist that the legally mandated pedestrian crossing be included in this project. This requirement goes back to 1995 Final Supplemental Environmental Impact Statement/Report for the Charles River Crossing portion of the Central Artery/Tunnel Project: <a href="https://archive.org/details/charlesrivercrossmit/page/448/mode/2up">https://archive.org/details/charlesrivercrossmit/page/448/mode/2up</a> (p. 6-3): "In addition, complete cross-river passage for pedestrians on 700' of walkways will be provided on either side of the north half of the MBTA railroad bascule bridge. They will connect to the existing walkways on the south half of the bridge, which in turn will connect to the riverside walkways on either bank. The bridge walkways will be appropriately lighted and signed, since passage will be interrupted at times when the bascule is in an open position." (It is worth explicitly noting here that this requirement has existed for over 30 years, and the challenges which are being now framed as reasons it cannot happen were known since then, with specific strategies to address them as part of the project. I will come back to these challenges.) This requirement was then reaffirmed in the 1995 New Charles River Basin Master plan: <a href="https://archive.org/details/newcharlesriverb00mass/page/12/mode/2up">https://archive.org/details/newcharlesriverb00mass/page/12/mode/2up</a> As recently as 2017, in the update to that plan: <a href="https://www.mass.gov/doc/new-charles-river-basin-master-plan-2017-update/download">https://www.mass.gov/doc/new-charles-river-basin-master-plan-2017-update/download</a> it stated that this requirement was included in the planning for this project: The "DCR Mitigation Measures Status and Schedule" update table says "Draw bridge walkway" was at "Design 60%" with "Complete MBTA Study" slated for FY2017. And page 18 has a rough drawing of the drawbridge span with a pedestrian walkway next to it. However last year with no opportunity for public engagement on the decision, and entirely behind closed doors, this multiple decades longstanding and incomplete legal requirement was dropped from the planning. The public response has been overwhelmingly negative to this, with overwhelming support for including the pedestrian bridge at every opportunity for public comment since. Unfortunately the voices of the community have been ignored in addition to the legal mandate. It is confusing and that there seems to be a denial that this was ever included in the project even though it explicitly was. It is concerning that the MBTA claims to be unaware of this requirement despite planning to build it for years. It feels genuinely deceptive to claim this was cut in the interests of cost when a new bridge built with a separate process would almost certainly cost taxpayers more, in addition to taking longer. Keeping it part of this project is the most time- and cost-effective option. This legally mandated bridge would complete a vital connection between North Station and the network of multi-use paths across the river, including the community path, harbor walk, and Dudley white paths. It would also provide a far more direct connection between North Station and North Point/Cambridge Crossing, which has seen large amounts of new development, jobs, and housing units. This project is now even more essential than when it was mandated. The MBTA should not forget that their passengers generally start and end their trips as pedestrians. Disregarding this legal mandate is also screwing over your own riders. This project is primarily about improving access to and from a major transit hub. The MBTA has made enormous progress in the last year but it damages the public trust and good will to hear kettled logic excuses why it cannot be included. There is already a bike and pedestrian bridge over an adjacent section of tracks and the community path also runs directly along busy tracks without issue. There is even a break in the fencing nearby at the skatepark. The drawbridge is not open anymore frequently than the locks and Craigie drawbridge which both allow pedestrian passage. The safety concerns seem extremely overblown and ignore that, besides being out of the way the existing connections include dangerous intersections and similar challenges. Accessibility concerns seem dubious as well considering there are many pedestrian accessible drawbridges, including multiple examples in the Boston area and throughout the commonwealth. These are clearly excuses, which could be overcome (they were understood and seen as solvable since the 90s), not substantive reasons to not include it. In the past the MBTA has had to be forced via lawsuits to do the right thing be it with GLX or basic accessibility standards. I think as residents of the commonwealth we would all would like to see the MBTA to be able to do the right thing without having to be sued first. By neglecting this legal requirement the MBTA does open itself up to lawsuits potentially delaying an essential project. I hope that is not necessary in this case. Please keep the promise and legal commitment to build the pedestrian connection over the Charles to North Station. If there is absolutely no way it can be done with this project (and there has been absolutely no legitimate reason presented to the public why that is the case) the Draw One team must clarify who is taking responsibility for fulfilling this legal requirement, and on what timeline. Savoring it might happen eventually, but a commitment to "talking about potential location" is no way to meet the public's needs.</p>	<p>Drew Graham</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. I am writing to insist that the legally mandated pedestrian crossing be included in this project. 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And page 18 has a rough drawing of the drawbridge span with a pedestrian walkway next to it. However last year with no opportunity for public engagement on the decision, and entirely behind closed doors, this multiple decades longstanding and incomplete legal requirement was dropped from the planning. The public response has been overwhelmingly negative to this, with overwhelming support for including the pedestrian bridge at every opportunity for public comment since. Unfortunately the voices of the community have been ignored in addition to the legal mandate. It is confusing and that there seems to be a denial that this was ever included in the project even though it explicitly was. It is concerning that the MBTA claims to be unaware of this requirement despite planning to build it for years. It feels genuinely deceptive to claim this was cut in the interests of cost when a new bridge built with a separate process would almost certainly cost taxpayers more, in addition to taking longer. Keeping it part of this project is the most time- and cost-effective option. This legally mandated bridge would complete a vital connection between North Station and the network of multi-use paths across the river, including the community path, harbor walk, and Dudley white paths. It would also provide a far more direct connection between North Station and North Point/Cambridge Crossing, which has seen large amounts of new development, jobs, and housing units. This project is now even more essential than when it was mandated. The MBTA should not forget that their passengers generally start and end their trips as pedestrians. Disregarding this legal mandate is also screwing over your own riders. This project is primarily about improving access to and from a major transit hub. The MBTA has made enormous progress in the last year but it damages the public trust and good will to hear kettled logic excuses why it cannot be included. There is already a bike and pedestrian bridge over an adjacent section of tracks and the community path also runs directly along busy tracks without issue. There is even a break in the fencing nearby at the skatepark. The drawbridge is not open anymore frequently than the locks and Craigie drawbridge which both allow pedestrian passage. The safety concerns seem extremely overblown and ignore that, besides being out of the way the existing connections include dangerous intersections and similar challenges. Accessibility concerns seem dubious as well considering there are many pedestrian accessible drawbridges, including multiple examples in the Boston area and throughout the commonwealth. These are clearly excuses, which could be overcome (they were understood and seen as solvable since the 90s), not substantive reasons to not include it. In the past the MBTA has had to be forced via lawsuits to do the right thing be it with GLX or basic accessibility standards. I think as residents of the commonwealth we would all would like to see the MBTA to be able to do the right thing without having to be sued first. By neglecting this legal requirement the MBTA does open itself up to lawsuits potentially delaying an essential project. I hope that is not necessary in this case. Please keep the promise and legal commitment to build the pedestrian connection over the Charles to North Station. If there is absolutely no way it can be done with this project (and there has been absolutely no legitimate reason presented to the public why that is the case) the Draw One team must clarify who is taking responsibility for fulfilling this legal requirement, and on what timeline. Savoring it might happen eventually, but a commitment to "talking about potential location" is no way to meet the public's needs.</p>	<p>Cole Rainey-Slavick</p>	<p>6-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>I'm writing to ask that pedestrian access be included in the MBTA's Draw One replacement project. This was one of the promised Big Dig mitigations, and would provide a key link across the river in a place that currently does not have good access. Doing so would be doubly beneficial to rail riders, who would have an immediate connection to Charlestown and East Cambridge, as well as for other area residents and workers and recreational users. Many other jurisdictions have pedestrian infrastructure on drawbridges, most notably Chicago. I have been very impressed with the dramatic improvements to the MBTA over the past year and want to see this project deliver all the benefits it possibly can.</p>	Paul Fisher	6-Jan-25	Email
<p>Looking to add my name to support the proposed multi-use path in the Draw One project. It would really go a long way towards supporting safe multi-modal transit for traveling in the area. For this project in particular, it looks like it would ease my connection to TD garden which would be a potential boon for me attending events there. I hate driving to TD — would love to take a car off the road and see more concerts and Celtics games, especially after biking around in Cambridge. Even if I don't often take advantage of the path for that specific reason, accessibility and safety for residents is a huge concern of mine in general. Each little piece of the puzzle goes a long way.</p>	Ethan LaFontaine	6-Jan-25	Email
<p>I would like to share my frustration at the dropping of the promised and legally required walkway between North Station and Cambridge as part of the Draw One project. This is a critical connection for pedestrian and bicycle transit between these two hubs. The reasons given for why this feature has been cut have been weak at best and public support for the walkway has been vocal. Team members did not have a consistent proposal for alternative solutions to meet this need and some did not even seem to realize that the walkway is a legal requirement. Ensuring this walkway is included in this project as originally planned is the most cost effective way of completing this requirement.</p>	Erika Silva	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Maire Quigley	6-Jan-25	Email
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.</p>	Dan Totten	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The Gridley Locks Footpath is out of the way and not a good shared path in general. It's very narrow to the point where cyclists &amp; strollers &amp; wheelchairs can't even pass side by side -- they have to queue at certain points and squeeze through. Plus cyclists have to dismount and walk further slowing them down. This is not a good commuting or shared use path. Plus it dumps you into a parking lot with little to no separated spaces or even markings on the ground or signage. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Mike Frysinger	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Anthony L. Acevedo	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. As a frequent user of the alternative routes I can assure you that they are a combination of unsafe and inconvenient and discourage biking between Cambridge and Boston. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Matthew De Remer	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	brian martins	6-Jan-25	Email

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Oskar Weser	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. The roads connecting Cambridge and Boston from the North Point Park area to the North Station area have proven dangerous (sometimes devastatingly so) for cyclists, who must share the road with large trucks and other vehicles during peak travel times. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who walk, roll, or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Alexandra Wilson	6-Jan-25	Email
<p>It's hard to believe we are at this point in Boston transportation history where we still have to fight for long-promised bike-ped accommodations stemming from the Big Dig. Please do the right thing for the citizens of Massachusetts and include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This critical bicycle-pedestrian infrastructure is absolutely essential for ensuring safety, accessibility, and connectivity for Massachusetts residents and commuters and for people visiting Boston. Please look at a map, and consider the implications of not including bike and pedestrian infrastructure on this bridge and how it will affect people trying to connect from the Somerville Community Path and North Point to North Station. Leaving this connection out is a silly and wasteful idea that is not consistent with the state's climate and mobility goals. This is especially true in light of the State's failure to build the South Bank Bridge, the complement to the existing North Bank Bridge Project. The lack of the South Bank Bridge Project makes bike-ped infrastructure on the Draw One Bridge even more vital to link TD Garden and North Station to North Point and Paul Revere Park and the Charles River bike-ped paths. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and I hope that you choose to do the right thing for the citizens you represent in our great state.</p>	Ruthann Rudel	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Matthew Stafford	6-Jan-25	Email
<p>I looked on the DOT calendar and did not see any meeting scheduled for the Draw One Bridge. Do you have a calendar of events that you can forward?</p>	Erika Pereira	6-Jan-25	Email
<p>I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. As a Somerville resident whose primary mode of transportation is my bike, I often connect to the train lines at North Station using the existing walkway that goes over the Charles River lock. However, that path is narrow, hard to find, and hard to navigate by bike. A new multi-use path would be a major upgrade for me and many others. Please don't miss this opportunity! Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Elizabeth Hanlon	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The current Draw One project plan completely reneges on the state's obligation to include this path. The Draw One project team quietly deleted any plans for this path in this project without notifying the public or soliciting public comment, which is shameful. It speaks to the team's priorities that they thought the multi-use path was so unnecessary they could remove it without the public noticing or caring. The public has been extremely vocal on multiple occasions about how much we want this path, how significant it is to us, and how much we do not appreciate the Draw One project team's lack of regard. If the Draw One project goes ahead without including this promised, highly desired, necessary multi-use path, that will be a huge problem. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Matthias Remillard	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. The current crossing over the Gridley Locks is inadequate and difficult to navigate, even for the able-bodied. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I appreciate your leadership in making transportation in Massachusetts safer and more sustainable.</p>	Patrick Meyer	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	David Read	6-Jan-25	Email

Comment	Commenter	Date Received	Format
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. This project is a critical piece of the region's transportation network. Why is this important? 1. Safer connections: Existing routes (via the Craigie or North Washington St. bridges) are unsafe and uncomfortable for people walking, biking, or rolling. 2. Better accessibility: The current crossing at the locks is awesome however it's also narrow, bumpy, and not ADA-accessible. The promised path would create a seamless, off-street alternative for everyone—including families, wheelchair users, and bike commuters. 3. Supports transit and mode shift: The path would make "last-mile" connections easier for commuter rail passengers, helping more people safely bike or walk to and from the station. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Jesse Gubb	6-Jan-25	Email
<p>As a walker and cyclist, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	David Scott	6-Jan-25	Email
<p>As promised in the big dig back in the 1990s, the MBTA must construct a pedestrian and bike crossing as part of the draw bridge redesign. This is not optional. It provides a critical and missing connection from Cambridge/Somerville via the community path and downtown Boston. I am a huge advocate for the T, I ride it all the time, but I also bike in Cambridge and Boston. We must have fully connected cycling infrastructure to make cycling a viable alternative in the city. Cambridge has already increased cycling up to 9% of commuters. And Boston and the entire region could get there too. But the challenge many people face is that beautiful connected infrastructure ends abruptly and dumps people out into a multi-lane rotary or dangerous intersection designed only with cars in mind. (like Leverett Circle). I am counting on you to uphold your commitment and promise made as part of the big dig project. I took your word back then and I expect you to honor it.</p>	John Burkhardt	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. I do not own a car and primarily use a bike to get around. North Point park is a crucial connection to Boston for me from my home in Cambridge, especially considering the riskier alternative of riding down Cambridge St in Boston to get to TD Garden. My family also uses North Point park for recreation, and we would welcome a more comfortable path to walk into Boston. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Ariana Olson	6-Jan-25	Email
<p>Please include a pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. It would be a big missed opportunity to exclude this from the project. I am a Massachusetts resident and voter. My address is 81 School St Apt 1 Somerville, MA</p>	George Schneeloch	6-Jan-25	Email
<p>I would like to comment on three important items regarding this project. The first is the states abdication of its promise for a pedestrian and bike connection as part of this bridge. This is just another of a long string of broken commitments related to Big Dig mitigation, and it is unacceptable. It will cost an exorbitant amount to build a standalone bridge for bikes and pedestrians, which means it will never get done if it is not part of this project. At the very least add the foundation for the connection so it can be done at a later date as an attachment to this bridge. Making this connection will dramatically increase the walkshed of North Station, which will make regional rail more valuable for residents of Cambridge and Charlestown who do not have a nearby regional rail stop. Second, I am not happy that this project requires temporary shutdowns of the North Bank Bridge. This is another example of failure to plan long term, as the bridge is newly built. If this has to happen, you need to coordinate with MassDOT for a safe, concrete protected detour over the Charles River Dam all the way to Causeway St. Without the North Bank Bridge there is no safe access to Gridley Locks or the soon-to-be N Washington St bridge, which means this construction will sever the safe connection of the Somerville Community Path and the Minuteman Trail over the Charles and to the city of Boston entirely. This is unacceptable if it is not mitigated properly. The alternate routes are high speed and dangerous with heavy traffic. Paint, cones, or flex posts are not acceptable safety measures along the detour route. Finally, I would like to note that building the six track bridge should be wholly unnecessary if we made the wiser investment in North-South Rail Link instead. The cost of this project, South Station Expansion, and Tower 1 interlocking should be studied against the costs and benefits of NSRL. We are spending billions on terminal capacity which would not be necessary with through running operations. The billions spent on the three terminal projects should instead be a down payment towards the project we actually need.</p>	Thomas Egan	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I can't tell you how many 'near-accidents' that I've had trying to commute from the river area to Causeway Street (and on Causeway Street) near North Station. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Christina Spheerli	6-Jan-25	Email

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As a Cambridge resident, committed to greener and safer infrastructure, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Meredith Moore	6-Jan-25	Email
Please do not renege on the commitment to include the bicycle/pedestrian crossing on the Draw One project. This reinstatement is important to allow safe passage for pedestrians and bicycles including our children. The existing plan is to force bicycles to ride alongside cars moving up to 25 mph. This is unacceptable in our effort to provide safe and clean alternatives to cars. Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Marc Davidson	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Francis Ndlicu	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. It is important that every mode of transportation be considered when big projects are taking shape. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Claudia	6-Jan-25	Email
I live in Somerville, and I do not own a car. My bicycle is my primary mode of transportation. I've previously biked into Boston from Somerville, and I got there alright, but on the way back, my GPS suggested I take North Washington Street to cross the water. There was a lane closed that day, and the thought of biking in the same lane with cars was terrifying. However, it was getting late, I was tired, and I didn't know of a better route, so I crossed that bridge while thinking, "I hope I don't die." I made it back home without incident, but the memory of that unsafe situation has stayed with me. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Cheryl Danner	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Pammi Bhullar	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path will improve safety, accessibility, and connections for residents, commuters, and others. This is the perfect opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Kevin Block-Schwenk	6-Jan-25	Email
When the Somerville Community Path extension was first proposed, it was always intended to end in downtown Boston, next to North Station. It is essential that the Draw One bridge replacement include an attached pedestrian and bicycle drawbridge, so that path users have a safe way to get from North Point Park in Cambridge to Boston without having to deal with car traffic. This connection was promised as part of the Big Dig. There are already paths built leading right up to the bridge, on both the Boston and Cambridge sides, so it should be straightforward to add this connection when you replace the railroad bridge.	Ron Newman	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Shaun Sullivan	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The current alternate route using the locks is unreliable as commuters don't have a way to know ahead of time if the locks will be open and inaccessible for crossing. The locks are also quite narrow and not the safest design for shared access between pedestrians, cyclists, and people pushing strollers or other mobility devices. I commute daily by bicycle from Somerville to Chinatown, and know many other people like me would benefit from a more direct and safer connection across the Charles River. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Alex Galimberti	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Shawdee Eshghi	6-Jan-25	Email

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Chuck Carney	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Alec Rogers	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. My family, which includes two young children, are frequent users of bicycle infrastructure in the area. This improvement is something we would love to have; it would give us even more reasons to leave our car at home than we do now! Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Max Bridges	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jessica Lipschitz	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. As a runner and biker (often with my two kids on my bike or in a jogging stroller!), this will help ensure my family's safety while we get around in an environmentally friendly way and stay healthy by exercising. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Kristen Watkins	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Sam Bernstein	6-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing you to request that the Draw One project reinstate the pedestrian and bicycle crossing. This crossing has been long-promised and legally required with the project as air quality mitigation for the Big Dig. At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. A safe, direct ped/bike link from the paths to North Station is critical for the future; another step toward our region's climate and mobility goals. It is important for addressing the 'last-mile', unlocking new possibilities for multimodal trips for thousands of regional commuters and tourists. A safe ped/bike connection built with the Draw One bridge will be an economic boon locally and a key regional infrastructure investment for future generations. The Commonwealth and the MBTA shouldn't renege on this important Big Dig commitment. Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Karen Molloy	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I frequently take my bike from West Medford to downtown Boston, often with my toddler in a bike trailer, and this would be so much safer and preferable than the current options. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Dustin Hilt	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As a bike rider who has often used the existing on and off street routes, the multi use path would bring several important benefits: Safer connections: Existing routes (via the Craigie or North Washington St. bridges) are unsafe and uncomfortable for people walking, biking, or rolling. Better accessibility: The current crossing at the locks is narrow, bumpy, and not ADA-accessible. The promised path would create a seamless, off-street alternative for everyone—including families, wheelchair users, and bike commuters. Support transit and mode shift: A new path would make "last-mile" connections easier for commuter rail passengers, helping more people safely bike or walk to and from the station. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jacob Epstein	6-Jan-25	Email



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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I currently bike between east Cambridge and Boston's seaport, and I return via the north end/north station where I go past the levertt connector to get home. It's one of the most hazardous stages of my daily trip - a direct, separated path would be greatly appreciated. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Ted Moore	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I live in Cambridge and my primary means of accessing locations in downtown Boston is by bicycle. Crossing the Charles River near North Point park has always been the weak link in my ability to safely and efficiently reach destinations in Boston. The multi-use path in the Draw One Project is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Abigail Starr	6-Jan-25	Email
My name is Alex Friedlen. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This is an absolutely critical project. My wife, two daughters, and I regularly visit Paul Revere Park from our home in Somerville. The current locks do not provide a year round safe way to travel to north station from the Cambridge side of the river. Many families like ours would benefit from such infrastructure making walking and biking for all ages low stress and more desirable. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Alexander Friedlen	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Matthew J. Lawlor	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Biking past the science museum isn't fun or safe so many aren't even considering transit as an option. With this project, we can choose to help lessen traffic with safe alternatives, or add to it. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Eric Tracey	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project as I am a very frequent biker through this area. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Aurélien Bégot	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Robert Cowherd	6-Jan-25	Email
I am writing to implore you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Tyler Barron	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Alison Scholes	6-Jan-25	Email
Please prioritize a safe, accessible pedestrian and bike path as a part of the North Station Draw One project. This is a huge quality of life issue for Boston residents and commuters, and will also make this city a better place for visitors. A complete, off-street crossing will benefit everyone by improving safety and ease of movement. This should be a point of pride for Boston. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jasmine Moran	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Emma Michaela Reading	6-Jan-25	Email

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Fay Feghali	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The only way to reduce traffic is to reduce the number of vehicles on the road, and providing safe, reliable, and quick alternatives to driving is the only way to do that. This project will do that, and I urge you to follow-through on this promise to improve the lives of the people living in and visiting Massachusetts. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Tomas Kresina	6-Jan-25	Email
I am writing to urge you to include a safe and accessible pedestrian and bicycle path in the North Station Draw One project. This path is a crucial, long-promised mitigation for the Big Dig and will significantly enhance safety, accessibility, and connectivity for residents, commuters, and visitors. Please seize this opportunity to create a comprehensive, off-street crossing that benefits everyone—transit users as well as those who walk or bike to transit. As someone who regularly walks across the locks or the N Washington St bridge to and from North Station to the Charlestown Navy Yard for work, I would greatly appreciate additional safe options for walking and biking. Currently, I use the off-street Gridley Locks route because I feel safer there, but the locks are too narrow, causing pedestrians and cyclists to squeeze past one another. Thank you for your leadership and the amazing work you have done with the MBTA to make transportation in Massachusetts safer and more reliable.	Linda Nieman	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Creating safe connections for travelers outside of motor vehicles is essential to reduce vehicle miles traveled and meeting our greenhouse gas reduction targets. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Maddy Augustine	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, pedestrians, bikers, and more. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Stephanie Wasiuk	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Cynthia Le	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Laura Schaub	6-Jan-25	Email
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I would like to encourage the MBTA to work with the DCR to include a pedestrian and bike path across the Charles as part of the North Station Draw One replacement project. I would remind the MBTA that such a path across the river was promised to mitigate increased traffic pollution related to the Big Dig project. Such a path would improve safety, accessibility, and connectivity for those traveling between downtown Boston and Charlestown and Cambridge on foot or by bike.	Andrew Ray	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. It is vital to provide alternatives to car traffic - study after study and example after example shows that automobile alternatives drastically improve cities, and a robust and modernized ped/bike path connection is a vital part of that project. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Joshua Berkowitz-Geller	6-Jan-25	Email
I am a Cambridge resident who commutes, shops, and recreates by bike. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Steven Rome	6-Jan-25	Email

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Gianpaolo Gobbo	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path will improve safety, accessibility, and connections for residents, commuters, and visitors and is a vital, long-promised mitigation for the Big Dig. By linking the Somerville community path to Boston, this would create a bike and pedestrian friendly option for commuters going from Somerville and North Cambridge to Boston. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Patrick Burkett	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As a runner and a biker, I know a pedestrian and bike path will be heavily utilized by residents. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Anna Yuen	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Commuting via bicycle is often do into the city would be made much more feasible and comfortable with a separated bicycle lane included in this project. For years I have been nervous when attempting to enter or leave the city via this route. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Brendan Mueller	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I ride from Cambridge to North Station on a regular basis, and it is exactly that stretch of the ride that is the least safe. Drivers on the McGrath in front of the Science Museum treat that stretch like a highway, and the bike path there is a mess. Bikers deserve a safe passage as much as anyone else. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Andrew Janjigian	6-Jan-25	Email
<p>Please include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. It's far too often when walking between Cambridge and North Station be it for a Celtics or Bruins game, walking to the North End, or going for a run/walk/bike it can be difficult to access the other end quickly and safely. In the grand scheme of things the additional prices would be negligible and if we, as a state or cities, wait this may never be built. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Jack Zalewski	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Sofia Warner	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Mike Green	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. My family has been biking to North Station for many years, both to catch trains and to bring our bikes with on the train so we have them at our destination. None of the current routes to reach North Station from North Point park are great, especially for young kids; the locks are narrow, twisty, and occasionally closed, while the route along McGrath highway takes you out of the way and includes either narrow sidewalk riding or gratuitous crossing of busy streets. With the amazing bike path from Somerville finally completed, a dedicated path across is the last piece needed to make this trip safe and fun. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Elisabeth Adams	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Alex Spasic	6-Jan-25	Email

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Please make sure that the safe, accessible pedestrian and bicycle path is included in the North Station Draw One project. This path was planned a long time ago because of the Big Dig. It will make for better and safer transportation for everyone—those of us who live near it, commuters and those who visit. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Becky Sarah	6-Jan-25	Email
I am writing to you as a Cambridge resident and multi-modal commuter whose daily commute involves biking from Porter Square to North Station. I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jeffrey S. Oishi	6-Jan-25	Email
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I would like to voice my support for including a multi-use path in the Draw One project final design. As a resident of Somerville/Cambridge who enters the North Station area for work, volunteering and recreation, this sort of connection would help improve my safety and the safety of other pedestrians, commuters and bikers. So many area residents are committed to contributing to a future with fewer car trips, congestion and pollution and this project will be a step that we will look back on and appreciate as it will have allowed us to get to that point. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Sarah Gaylord	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Liz Martin	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Christopher Cullen	6-Jan-25	Email
As a driver, pedestrian, and cyclist (often all in the same day), I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. We've seen too many deaths in Boston from cars hitting bicyclists and pedestrians, this is urgent for safety as well as important for quality of life as the city grows. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Sara Rostampour	6-Jan-25	Email
As a walker, a biker, and driver (and a never-miss-an-election voter) in the greater Boston area, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	J Darcy Duke	6-Jan-25	Email
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MBTA made a commitment to build a walkway alongside the "Draw One" bridge when it was rebuilt. You need to keep that commitment to build that pedestrian connection over the Charles to North Station for the safety of all of us that transport ourselves outside of cars	Marjorie Y	6-Jan-25	Email

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As a bike rider who has often used the existing on and off street routes, the multi use path would bring several important benefits: Safer connections: Existing routes (via the Craigie or North Washington St. bridges) are unsafe and uncomfortable for people walking, biking, or rolling. Better accessibility: The current crossing at the locks is narrow, bumpy, and not ADA-accessible. The promised path would create a seamless, off-street alternative for everyone—including families, wheelchair users, and bike commuters. Support transit and mode shift: A new path would make “last-mile” connections easier for commuter rail passengers, helping more people safely bike or walk to and from the station. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Jana Epstein</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a pedestrian and bike path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Travis McGrath</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe and accessible pedestrian and bicycle path in the North Station Draw One project. This path is a long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. This is an excellent opportunity to create a complete, off-street crossing that benefits everyone — transit users, as well as those who connect to transit by foot or bike. I pass through this area on foot and can attest that the current situation is not great. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Ryan Houlette</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am an older bike and pedestrian commuter. I'm writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Karen Bell Thomas</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit by foot or bike. Cities thrive from diversity which is attracted through multi use structures. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. I look forward to the continued growth of the varied transportation network in the greater Boston area.</p>	<p>Jessika Yates</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I support inclusion of the accessible pedestrian and bicycle path in the North Station Draw One project. This path was promised as mitigation for the Big Dig. But apparently it has been removed from the project. This does not sound like wise long-term transportation planning. Please restore the multi-use path to the plan.</p>	<p>Laura McMurry</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As someone who lives in East Cambridge and bikes into Boston — as well as takes transit to various points — this project is specifically relevant to me. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Madonna Kinne</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit by foot or bike. I remember when the new Green Line extension nearly excluded the community path extension from Somerville to Lechmere; it's clear now that that choice would have been horribly shortsighted, and I see tons of people walking, biking, and running along that path daily for transportation and recreation. Please make a good choice here as well! Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Ariel White</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Gus Jaynes</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. Personally, I commute by bike and find this area difficult to navigate and dangerous. Currently, the Craigie or North Washington St. bridges are unsafe and uncomfortable for people walking, biking, or rolling. This path will provide a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. The Greater Boston area needs a safe, direct connection across the Charles River linking North Point/Paul Revere Park to TD Garden/North Station. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone —transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Mariah Villarreal</p>	<p>6-Jan-25</p>	<p>Email</p>

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I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Jessica Feitor	6-Jan-25	Email
I am writing as a bike commuter to Boston, asking on behalf of all of us that the pedestrian component of the bridge be reinstated. This was initially included as an important amenity, traffic and air quality mitigation element, and safety enhancement for the many users of paths from Cambridge to Boston. All of those good reasons for including this have not changed since the initial design. Thanks for your commitment to making this project meet all of its intended goals.	Glenn Pransky	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I cycle-commute between Arlington and Boston for work, and this path would improve safety for me as well as the pedestrians and car drivers whose routes I would be able to stay out of. It would also allow me greater access to spend time in my favorite Boston neighborhoods for leisure and shopping. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Julia Dudley Kramer	6-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station. As a regular-bicycle commuter, I find that the increased connectivity among the many multi use paths throughout the Boston/Cambridge/Somerville/Malden/Everett area are a tremendous benefit and I applaud the work of the state and the local communities in driving these mobility improvements. The Draw One corridor is a key point of connectivity for many users and completing this project in a fully multi-modal way will yield benefits for decades to come. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.	Robert Fitzpatrick	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. As someone who grew up and went to college in Cambridge, biking around the greater Boston area for much of my life, I've seen great progress in the direction of including more bike lanes and advocating for bike safety. However, we are still far from perfect, and I along with my peers and friends wish for the MBTA to deliver on this long promised pathway. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Mai Kim Nguyen	6-Jan-25	Email
We, Norwottuck Network, add our voice to this joint letter regarding the North Station Draw One project Draft Environmental Assessment. Our group is assisting the state in it's 45+ year journey to reassemble and build out the longest rail-trail project in New England—the Mass Central Rail Trail. This project runs from North Station Boston to Union Station in Northampton and intersects with 18+ other shared-use paths—including the longest interstate trail in the northeast which runs from New Haven to Northampton. Currently 63 of the 104 miles are open and 95+ miles are in a public protected status. We recently commissioned a report that shows if completed, there will be up to 5 million users a year on it. 500,000 will be overnight visitors and it will be producing upwards of \$2.00 million a year in economic benefits to the Commonwealth. Massachusetts' 3rd largest industry is tourism and Logan Airport is in the top 10 for arrival points with the most European visitors in the U.S. Not finishing the job at Draw One, by not putting in the shared-use path would be a major mistake. And I'll also add more rail-w-trail projects that are safe and will fill gaps between places where bike and ped projects would provide non-motorized options. Ironically, Mr. Davey is now the head of MassPort. When that memo was written, there were barely 100 rail-w-trail projects nationally. The are now over 400. Several are even in Massachusetts and the Draw One project needs to be completed correctly in order for the MCRT project that the Commonwealth has been working on and investing in, for over 45 years now, to be finished.	Craig P Della Penna, President, Norwottuck Newtwork, Inc.	6-Jan-25	Email

Comment	Commenter	Date Received	Format
<p>We write this joint letter regarding the North Station Draw One project Draft Environmental Assessment, as groups advocating for equitable access to sustainable transportation options, including mass transit, walking, and biking. We share our strong appreciation to the MBTA and Commonwealth for the Draw One drawbridge project as a much-needed investment in our rail system. At the same time, the North Station Draw One project should include a multi-use pedestrian and bicycle path connection, a long-promised and legally required mitigation for the Central Artery Project. Let there be no doubt: the Draw One project is much-needed, and we are deeply grateful for the work that MBTA staff and leadership and the Commonwealth have done to advance this project. Reliable, six-track service will improve the travel experience for all commuter rail users, and help undergird our transition to an electrified regional rail network. Yet, the MBTA and the State should not renege on the long-promised multi-use path connection as we rebuild Draw One. The MBTA and DCR must work together to ensure that this required mitigation for the Big Dig is completed as part of this project. At least one agency must commit to designing and building this pedestrian and bicycle connection as a phase of the Draw One project. Benefits to transit users: A new pedestrian and bike connection via the rebuilt Draw One bridge is important for addressing the 'last-mile', unlocking new possibilities for multimodal trips for thousands of regional commuters and tourists. As both commuter rail ridership and cycling increase, connecting these severed parts of our active-transportation network is more important than ever, and mutually beneficial with commuter rail service. Commuter rail passengers can use our growing active transportation networks to make more efficient connections that our subway network can't easily accommodate. Benefits to Esplanade path users: Notably, the existing pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to TD Garden/North Station) is bumpy, narrow, circuitous, and does not meet modern accessibility requirements. This crossing is uncomfortable and challenging for users with strollers, or who use wheelchairs, bicycles, or scooters. Maintenance and operational needs also limit the use of this crossing. Safety considerations of existing alignments: The crossing over the Charles River via the Craigie Bridge is unsafe and uncomfortable. This connection is not safe for pedestrians or cyclists (HSIP Top 5% Pedestrian Crash Cluster 2012-2021, Top 5% Bicycle Crash Cluster 2012-2021, and Top 200 Intersection Crash Cluster 2019-2021) and is the only crossing that connects the two sides of the riverbank for a very long distance. We need a dedicated off-street crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to TD Garden and North Station. Similarly, the North Washington Street bridge route uses busy surface roads and requires a significant detour and dangerous crossings. Connecting workers and businesses: A multi-use bridge will also support economic development and connections to jobs and businesses between downtown Boston, the North End, and the Seaport for the many pedestrians and cyclists who travel from (for example) the growing Kendall Square, Cambridge Crossing, and Somerville neighborhoods. Supporting the mode-shift that is taking place in our transportation network: A growing number of pedestrians and cyclists are making use of sustainable infrastructure development on both sides of the Charles River, and there is latent demand for more safe, off-street connections. The new Somerville Community Path Extension which connects with transit along the green line extension sees nearly 1,000 users in the PM rush hour alone. There is a critical gap in connectivity in this area in the DCR Charles River path network. Closing these missing gaps and at the Museum of Science will enable people to use more comfortable and safe off-road facilities to complete activities including daily commutes, recreation, and tourism. We must plan for a future with substantially greater rates of walking, cycling, and transit use, including promised investment in our sustainable transportation infrastructure. We ask that the MBTA, DCR, and state partners ensure that Draw One engineering and construction reinstates the pedestrian and bicycle crossing, keeping the commitment to this mitigation promised as part of the Central Artery Project.</p>	<p>Livable Street Alliance Charles River Conservancy WalkMassachusetts Cambridge Bicycle Safety Massachusetts Bicycle Coalition Boston Cyclists Union Friends of the Community Path Car Free Boston Malden Safe Streets Somerville Bicycle Safety Somerville Alliance for Safe Street (SASS) East Coast Greenway Alliance BU Bridge Safety Alliance Somerville Transportation Equity Partnership (STEP)</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>We appreciate the MBTA's work to replace the North Station Draw One Bridge and acknowledge both its criticality to northside Commuter Rail and the urgency of bringing it to a state of good repair. The bridge carries thousands of daily riders on the northside Commuter Rail, which collectively serves over 100,000 passengers each weekday across the entire system. This vital infrastructure enables reliable connections to Boston from communities across the region, supports economic activity, and provides a lifeline for residents who rely on public transit. The bridge's replacement is an essential investment in ensuring safe, efficient transportation and aligns with broader goals of maintaining critical transit infrastructure. At the same time, we remain invested in the realization of the upstream bicycle and pedestrian crossing that has been a longstanding commitment of the Commonwealth as part of Central Artery mitigation and is no longer included in the scope of the Draw One project. This crossing would bridge a significant gap in the regional bicycle and pedestrian networks between North Station in Boston and North Point Park Cambridge. It would greatly expand first- and last-mile access for passengers using North Station, among other potential users. The crossing's benefits would only grow when the City's Rutherford Avenue project builds shared-use paths connecting the Charles River Basin parks to the Northern Strand Trail and the Mystic River Greenway—resulting in separated routes to not only Somerville and Cambridge but also to Arlington, Medford, Everett, Malden, Revere, Saugus, and Lynn. An upstream bicycle and pedestrian crossing would replace the public sidewalks along the existing trestles, the removal of which the draft Environmental Assessment cites as a potential impact. The western sidewalk, in particular, offers benches, recreational fishing opportunities, and excellent views of the Charles as well as opportunities to observe and photograph passing trains and boats. The crossing would retain and improve public access to this site and compensate the walking and rolling public for the disruptions to walkways and bicycle paths noted in the draft Environmental Assessment. We see an opportunity to work together with the MBTA and the Commonwealth to advance this critical crossing. Reinstating the crossing would enhance multi-modal connectivity, improve safety, and reflect our collective commitment to sustainable, equitable transportation options for all users. While we do not wish to introduce delay, we believe there is sufficient time within the project's remaining nine-year schedule to complete construction documents and solidify a funding strategy. For these reasons, we request that the Commonwealth commit to the upstream bicycle and pedestrian crossing as environmental mitigation of the bridge replacement project. We are eager to collaborate and look forward to continued partnership with the Commonwealth.</p>	<p>Jen Rowe, City of Boston</p>	<p>6-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Safety for bikers and pedestrians is slowly eroding. Think of the countless injuries and numerous DEATHS of cyclists and pedestrians that have been reported in the last year. Please heed these tragedies. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	C. Robinson	6-Jan-25	Email
I am writing to urge you to PLEASE include a safe accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital long-promised mitigation for the Big Dig (YES - promised as part of the BIGDIG!!), and will improve safety accessibility and connections for residents commuters and visitors. Please don't miss this opportunity to create a complete off-street crossing that benefits everyone—transit users as well as those who connect to transit by foot or bike.Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. Vulnerable bicyclists and pedestrians should not have to wait for such improvements and been state officials to implement them, but here we are - begging and pleading. DO THE RIGHT THING!!	Judy Tymon	6-Jan-25	Email
As a long-term resident of the greater Boston area, a dedicated sustainability advocate, and an avid biker, I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. As we work towards a more connected city and, even more so, a more connected community, incorporating infrastructure such as this multi-use path is integral to a more unified society in the City of Boston. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users and those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. I look forward to reaping the benefits of this project and many more to come.	Emily Botelho	6-Jan-25	Email
I am writing to plead that you include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I myself as a college student bike all over Cambridge to explore the greater Boston area, and believe that this path will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone! Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. Have a wonderful week.	Hannah Ahn	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. The pedestrian/bike path will be an amazing addition to the project and allow tourists to access the area and help the businesses on both sides of the river thrive. It will be a benefit to all the communities nearby and be a huge and fun draw for people visiting Boston. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Sarah Block	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Susan Regan	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I was notified of this opportunity for comment only a few minutes ago, so please excuse my use of a template provided by others. Living near Newburyport and getting around almost entirely by bicycle and MBTA, I have often ridden across the North Washington St bridge, the Museum of Science bridge, and the Longfellow bridge, either to/from commuter rail and Cambridge, or as part of my bike route to/from the city after the Northern Strand Community Trail ends in Everett (around 25 times in the last year per my workout log). All three bridges include regions of high traffic stress and are extremely uncomfortable to navigate by bicycle. Along with all the others who would use this path, I would greatly appreciate this critical off-street connection to my places of interest in Boston and the Charlestown roads towards the Northern Strand. I would be happy to share example maps and additional details of how I currently navigate here, and how a route using this off-street connection would greatly improve my safety through this area. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Neil He	6-Jan-25	Email
I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I currently commute from Somerville to the Verizon building at North Station for work, and usually bike down the GLX bike path to get there. The GLX bike path is such a great piece of infrastructure, enabling me to safely commute from Somerville to the river, but at North Point Park the bike infrastructure abruptly cuts off, with no easy connection into Boston. I usually walk my bike across the canal locks, which is inconvenient and time consuming (and awkward to make the tight turns with a long tail cargo bike), and occasionally closed. I grew up in Texas, and the main thing keeping me in Massachusetts is this area's commitment to supporting non-car infrastructure -- it makes such a huge difference to quality of life, mobility justice, safety, and sustainability! Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Kathleen Francis	6-Jan-25	Email



Comment	Commenter	Date Received	Format
<p>I'm reaching out to ask that you include a safe and accessible pedestrian and bike path as part of the North Station Draw One project. As someone who frequently crosses the river to run and bike, I've experienced firsthand how challenging and unsafe it can be to navigate the Charles River Dam Road Bridge with its fast, congested traffic. A drawbridge with a dedicated path would make these connections much more convenient and safer, while also giving pedestrians and cyclists a proper separation from vehicle traffic. This path is not only an essential and long-overdue promise tied to the Big Dig but also a meaningful way to improve safety, accessibility, and connections for residents, commuters, and visitors. It's a unique chance to create a complete, off-street crossing that benefits everyone—whether they're transit users or connecting by foot or bike. Thank you for your leadership and for your efforts to make transportation in Massachusetts safer and more sustainable.</p>	Adam Lewanowicz	6-Jan-25	Email
<p>I write to urge you to include a multi-use path in the Draw One bridge project. A safe, accessible pedestrian crossing between North Point park and Nashua Street Park (&amp; North Station/TD Garden) has been promised for decades. Whether included in the drawbridge itself, or as a separate structure with its own design and permitting, please don't miss this opportunity for an off-street crossing that would improve safety, accessibility, and connections for commuters, residents, and visitors for generations to come. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Derek Lichter	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Erin Sunderland	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Jack Lemanski	6-Jan-25	Email
<p>I write you with comments on the Draft Environmental Assessment on the Draw One Bridge Replacement project that was published in December 2024. The City of Cambridge is supportive of the investment in critical railroad infrastructure with the replacement and expansion of the Draw One bridge spans. However, I remain concerned that the Commonwealth continues to delay the implementation of its commitments from the Central Artery/Tunnel project. Most relevantly, here in this project area, the cross river "upstream" pedestrian and cyclist crossing of the Charles River. City staff and I recognize that there are environmental impacts of this project and that those should be mitigated. I believe that the MBTA and Commonwealth should commit to/as mitigation, the development of construction documents for this cross river upstream" pedestrian and cyclist crossing, and a plan for construction funding of the project. The Cambridge City Council also adopted a policy order on August 5, 2024, urging the Commonwealth to revise plans for the MBTA's Draw One program to include this cross river "upstream" pedestrian and bicycle connection. Given the timelines required for the construction of this project, I believe that there is sufficient time to complete a set of construction documents and solidify a funding plan before the completion of this project. For any follow-up on my comments, please contact Bill Deignan at the Community Development Department by sending an email to wdeirnan@cambridkema.gov or by calling 617-349-4632. Thank you for your consideration of my comments.</p>	Yi-An Huang, City Manager, City of Cambridge	6-Jan-25	Email
<p>Fun story: one night in 2009, when I was a novice cyclist trying to get from a friend's place in Somerville back to my apartment in Dorchester, I got confused in Charlestown, missed my turn, and ended up biking over the highway by North Station. Include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Adrienne Naylor	6-Jan-25	Email
<p>I am writing to thank you for advancing the North Station Draw One project and to request that it include a safe, accessible pedestrian and bicycle path. Like many folks my use of the T dropped off during the pandemic but thanks to the GLX and recent infrastructure work I am THRILLED to be using public transit more frequently to get to work in downtown Boston and to Roslindale to help my elderly mom. It is a huge relief to not have to make those trips by car—not only because I feel much safer and less stressed on public transit vs. driving, but also because I greatly value the opportunity to walk to a T station or bus stop and take in the neighborhood, parks, etc. as I do so. The area covered by the Draw One project needs to be safer and more accessible. A complete, off-street crossing will provide great benefit to many users and I hope you will support its inclusion in the Draw One project. Thank you for your forward-thinking leadership.</p>	Cynthia Stillingner	6-Jan-25	Email

Comment	Commenter	Date Received	Format
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479) to improve commuter rail and Amtrak north from Boston. I'm writing to request that the Draw One project reinstate the inclusion of the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project. The State, through one or more pertinent agencies, should commit to the design and build this ped/bike link as part of the Draw One project, or a separate substitute bridge in the same time frame. This crossing is needed for local pedestrian and cycling traffic and as the eastern end of the Mass Central Rail Trail -- About   Massachusetts Central Rail Trail The present alternate routes are all wholly inadequate" Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. It is often closed for public traffic. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. The North Washington Street bridge route require a significant detour (300' vs. 1.2 miles; see map). The public needs a safe, direct ped/bike link from the paths to North Station. A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally, and statewide - as the eastern end of the Mass Central Rail Trail. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station. Or a separate bridge in the same construction time frame.</p>	<p>Alan Moore</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Alison Harris</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. This area is currently a confusing mess to ride though! Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Abbi Holt</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Thanks for all the hard work you have been doing to improve transportation in the greater Boston area. As a bicycle-commuter, T-user, and driver, I am appreciative! I feel like things really are getting better. I want to add my voice to one of the current questions, which is whether the North Station Draw One Project should include a pedestrian and bicycle path. My answer: yes, please! I ride my bike all the time between my home in Somerville and downtown Boston, including traveling to North Station (where I can catch the commuter rail to Beverly for work). The bike infrastructure in both Somerville and Boston has gotten so much better, but it's missing some key connection points. Adding the long-planned path would do a lot to fix that. It will encourage biking and walking (which is good for everyone), use of the T, and keep all of us safer. Thanks again for all that you do.</p>	<p>Jill Gaulding</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>As a Somerville resident, Boston worker and bike commuter, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the emerging North Station Draw One project. This path is a vital and long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Don't set up future planners for challenges retrofitting the path for multiple uses - plan for the future we want to see now during implementation! Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Josh McLinden</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am a Boston resident and bike commuter. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters and visitors. Please do not miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for listening. I appreciate your leadership in making transportation in Massachusetts safer and more sustainable.</p>	<p>Brittany Gravely</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Elizabeth Hudson</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Evan Hecht</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am a disabled wheelchair user and adaptive cyclist, and am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. The current crossings is not sufficiently accessible for disabled people, and including an accessible pedestrian bridge is a matter of transit justice. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Sarah Dylan Breuer</p>	<p>6-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>I am an Arlington resident who bike commutes to my job at Boston University. My partner and I also frequently bike to North Station and the area around it to perform in concerts (where we sing and play the organ). Right now, we have to bike over the Science Park Bridge, sharing lanes with heavy fast traffic who do not heed or have patience for cyclists (we try not to bike on the sidewalk since that is very dangerous for walkers!). I am writing to ask you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable. And thanks for your consideration!</p>	<p>Samia Hesni</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. From personal experience, I always feel unsafe biking in the area. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. It's incredibly important to improve the city's access and safety to various methods of commuting. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Katia Mathews</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to insist that the legally mandated pedestrian crossing be included in the Draw One project. This requirement goes back to 1993 Final Supplemental Environmental Impact Statement/Report for the Charles River Crossing portion of the Central Artery/Tunnel Project. This requirement has existed for over 30 years, and the challenges seen as impediments were known since then, with specific strategies to address them. This requirement was then reaffirmed in the 1995 New Charles River Basin Master plan. The public response has been overwhelmingly supportive for including the pedestrian bridge. Keeping the pedestrian bridge part of this project is the most time- and cost-effective option. This legally mandated bridge would complete a vital connection between North Station and the network of multi-use paths across the river, including the community path, harbor walk, and Dudley white paths. It would also provide a far more direct connection between North Station and North Point/Cambridge Crossing. The MBTA should not forget that their passengers generally start and end their trips as pedestrians. We would all would like to see the MBTA to be able to do the right thing without having to be sued first. Please keep the promise and legal commitment to build the pedestrian connection over the Charles to North Station. If there is absolutely no way it can be done with this project (and there has been absolutely no legitimate reason presented to the public why that is the case) the Draw One team must clarify who is taking responsibility for fulfilling this legal requirement, and on what timeline.</p>	<p>Miranda P. Dotson</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Julie Lugten</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Nicholas (Niko) Kotsatos</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No. B-16-479). I'm writing in regard to the Draft Environmental Assessment, to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised and legally required as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project. For several years, my wife's daily commute involved biking from Somerville into Boston past North Station. The best route available to her was to cross the Craigie Dam, passing by a ghost bike before turning onto the Craigie Dam's extremely narrow sidewalks. If there were instead a bike path on or near the Draw One bridge, she could have safely and pleasantly bypassed those dangerous intersections and narrow bike lanes. I am sympathetic to the very real constraints of including a bike path on a moving bridge and understand that the preferred implementation may involve a separate fixed span. Regardless, this project should include a clear commitment to advancing a safe and pleasant bike crossing of the Charles River in some form.</p>	<p>Tom Lamar</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to request that the MBTA keep its promise and legal commitment to add a pedestrian walkway across the Charles to North Station as part of the Draw One Bridge Replacement project, for the following reasons: 1. This pedestrian bridge is a legal, contractual commitment made during the Big Dig. Failure to include this element opens the project to a lawsuit like the GLX faced. 2. There are major safety and accessibility concerns for pedestrians and cyclists entering Boston. This bridge would complete a vital connection from North Station to the network of multi-use paths across the river. As a Medford-to-Boston bike commuter myself, I currently have to use the North Washington St bridge to get in and out of Boston, which has been under construction for years and is very dangerous in its current state. The locks are not a reasonable option for many pedestrians and cyclists. And furthermore, there isn't any reasonable direct connection from North Station to Cambridge, a major gap in our infrastructure. There was overwhelming support for this pedestrian connection after it was announced it got cut from the plan, and it is disappointing and perplexing that the team didn't acknowledge it had been cut, even seeming unaware that the state had even made that legal commitment. Our trust has been damaged to hear a flurry of inconsistent and weak excuses. If there is absolutely no way this bridge can be included with this project, the Draw One team must be absolutely clear which team/agency is taking responsibility for getting the connection built, and on what timeline.</p>	<p>Jessica Tomaszewski</p>	<p>6-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Samuel Beeker	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. As a regular bike commuter from Somerville to downtown Boston, this path is a vital (and long-promised) mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Daniel Saccardi	6-Jan-25	Email
<p>My name is Brendan Kearney, and I'm co-executive director of WalkMassachusetts, a statewide pedestrian advocacy organization previously known as WalkBoston. We have followed the slow progression and implementation of the New Charles River Basin Master Plan for decades. The North Station Draw 1 Bridge Replacement project is an important component to the multimodal network of the Boston region, and we want to ensure this location includes the proposed pedestrian and bicycle connection. The drawbridge crosses over the Charles River directly behind North Station. It currently has two moveable spans with four tracks. Existing piers are supporting the spans already in place. The new drawbridge will have three moveable spans with additional tracks. We are concerned that the current draft of the design for the bridge does not include a pedestrian path, the 2nd of three important pedestrian connections within the Master Plan. This crucial pedestrian and bicycle connection was a commitment by the Commonwealth as part of the Central Artery project mitigation. It should be restored to the project and built on the same timeline as the rail crossing. If that is deemed unachievable at this time, please commit to advancing the design and construction plans as well as a funding plan for this important pedestrian/bike connection during the 8-year construction timeline for what is now solely a train drawbridge. WalkMassachusetts would like to remind the MBTA, the Executive Office of Environmental Affairs and MassDOT that the North Bank bridge which connects Cambridge and Charlestown and passes underneath the Zakim Bridge was also dropped at one point roughly 20 years ago. At the time, officials were sympathetic, but said the holdup was simply due to lack of funding. As we now know, that bridge is a heavily used, beautiful and well-loved part of the Charles River Reservation. We should not make the mistake of leaving out the connection between the North Point Park and North Station which will also become a heavily used, and well-loved part of MassDOT's Charles River Reservation.</p>	Brendan Kearney, Co-Executive Director, WalkMassachusetts	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I recently visited Boston via Commuter Rail (Newburyport line) and visited the completed portion of the Draw One project. I was so impressed! Finishing the connection would make it even more useful and would encourage me to bring my bike on the train to the city. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Carolyn Layzer	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I myself commute daily to Cambridge for work, and shopping and entertainment on weekends. Were I to drive (or uber) instead, I would add to traffic congestion and the need for parking spaces. All these things, besides contributing to pollution, are way more expensive to maintain than bike lanes. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Ana Rojas	6-Jan-25	Email
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	Anika Liv Christensen	6-Jan-25	Email

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<p>After attending the open house on Friday, I have become extremely disappointed by the complete abdication of responsibility the T and its contractors have shown. We spent nearly 2 hours talking, and each new person to join would offer a different excuse for why the pedestrian crossing was removed from the bridge, but within one follow up question, the person presenting the excuse would rapidly backtrack on the excuse. It is clear from this experience that the T feels no obligation to follow through on its legal requirements, or even understands that there could possibly be a legal requirement, to build this pedestrian access. The shameful part of that is that they tried repeatedly to claim that they only care about the trains, as if this access isn't extremely valuable to the very people that would be using the train service. Everyone at the meeting showed complete disdain to the ridership of the service they claim to be focused on, instead only excited about the scale of the construction project they could be playing in. The closest reason that sounded real that was given was that the pedestrian access was removed early last year by the grant writers for the federal grant who thought its miniscule cost was inconvenient for the grant, clearly showing a complete disdain for the value of the connection to the state and specifically the ridership of the T. This late abandonment of the requirement had zero effort put forth by the T, per the attendees of the open house, to find alternative solutions to maintaining the pedestrian access. There was no reaching out to MassDOT, DCR, the Governor's office, etc. to see if there was any possibility of collaboration. When the T released the grant information last year, they casually ignored the removal of pedestrian access, despite it being in the planning process up until that point and a legal requirement for the bridge since 1992. Then they were shocked that people who have been advocating for this specific connection for over 30 years would feel a complete lack of trust in the T for silently abandoning its obligations to the state. With the T abandoning this requirement to build the connection on the project, the state will be required to complete a dedicated project, which they have been deferring due to being able to include the connection in this project, that will cost the state, and by extension the taxpayers, significantly more than building it at the same time as this construction. All of the permits and other processes will have to be restarted and reacquired. The most optimistic view at the state fulfilling its obligation to build this pedestrian crossing would be approximately 50 years after making a legal promise to build it, but without a dedicated project already started to design, fund, and build the crossing as a standalone project, there is no realistic view that even that 50 year timeline is achievable by the state. Don't waste the residents of Massachusetts time or money, keep the pedestrian crossing, as promised and designed (at least to 60%), in this construction project. Construction on this project won't start for about 2 years according to the current timeline, and the pedestrian access would naturally be one of the final phases of the construction, so there is more than enough time to fix this abdication of duty to the state.</p>	<p>Scott Kilcoyne</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Steven Orzack</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path will improve safety, accessibility, and connections for residents, commuters, and visitors. The city has done great work in connecting our community with alternative means of transportation. A pedestrian and bicycle path over the drawbridge would further help to connect the infrastructure investments already made while providing a safe route away from car traffic. I frequently cross Craigie bridge as a cyclist and pedestrian - I have seen many unsafe encounters with cars, often exacerbated by the growing traffic coming from Somerville Ave. An alternative route from the Draw One Project would greatly improve safety and provide less opportunities of conflict between drivers, pedestrians, and cyclists. Thank you for your time and for making transportation in Massachusetts safer for all.</p>	<p>Max Slane</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>The Town of Concord, Massachusetts offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. 8-16-479). This community supports the current design of the project and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,725,000 passengers per year. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Town of Concord (Andrea Fountain)</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Projects like these have huge impacts on making Boston a city for everyone, and reduce car load. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Martin Richard</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Caleb Lindgren</p>	<p>6-Jan-25</p>	<p>Email</p>

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<p>As the President of the Friends of Morse School (Our school PTA) in Cambridge I often hear from parents that they would love to move around Boston/Cambridge/Somerville by bike but often choose their minivan instead because of small gaps in bike lane connectivity. Unless an entire route is within a safe bike lane families are not going to use them. If families don't make bike travel their number one option then as their kids grow up they won't make non-car trips their number one option either. Of course there will be times when the minivan is needed but if safe routes exist then bicycles really can satisfy most transit needs for families leading to less congestion and healthier kids. Given the realities of Climate Change we need a generational shift away from single-occupancy cars being the default mode of transportation, and to do this we need to get the next generation out of cars as early as possible. With this in mind I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Vivek Sikri</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Please do everything you can to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital and long-promised mitigation for the Big Dig. It will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Ed Bacher</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>PLEASE include a bicycle and pedestrian path in the North Station Draw One project! I live in Cambridge and I have loved using the new GLX bike path, but it's still difficult to actually get into Boston, especially to North Station or TD Garden. Allowing for easy bicycle and pedestrian access to a major transportation hub just makes too much sense!</p>	<p>David Dean</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Please add a pedestrian and bicycle path in the North Station Draw One project! This is a key route between Cambridge and Boston, and on a larger scale between all the communities along the Minuteman Path: the Green Line Extension plus infrastructure in Cambridge means you can get all the way from Lexington and beyond to North Station on off-road paths when biking, but only if there's a connection at the end.</p>	<p>Itamar Turner-Trauring</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Please include a pedestrian and bicycle path in the North Station Draw One project. This path has been long-promised since the Big Dig! It's a vital connection that will improve safety and public health.</p>	<p>Ari Peskoe</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing in support of the pedestrian and bicycle path in the North Station Draw One project. I bike as a main mode of transport in the Cambridge and Boston area, and this new path will have a huge impact in improving safety, accessibility, and connections for people like me. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Max Kaplan</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing as a Somerville resident in full support of the inclusion of a multi-use path as part of the Draw One project as originally committed to during the Big Dig. Continued support for alternate means of transport provides both health and environmental benefits to the Greater Boston area. A multi-use path would provide a vital connection into Boston, compounding the utility and safety of the route enabled by the extended Community Path. For commuters coming from Cambridge or Somerville into North Point Park, options to enter Boston are not ideal. Crossing at Charles River Dam Rd includes an intersection with frequent red-light runners and a narrowing bike lane on the bridge where cars frequently enter into; crossing at the channel locks provides limited space to share with other users and creates an inefficient need to dismount for non-pedestrians; crossing at the Washington St Bridge is now improved thanks to the finished project, but puts commuters in a dangerous intersection with limited cycling infrastructure. Please reconsider possible avenues to include this in the project. Thank you for your leadership in sustainability and multi-modal transit options.</p>	<p>Tyler Ogden</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Lise Capet</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I'm a resident of Cambridge who uses a bicycle on a regular basis and cares a lot about making our streets safe and usable for bikers and pedestrians. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Sanjit Bhat</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As a bike rider who has often used the existing on and off street routes, the multi use path would bring several important benefits: Safer connections: Existing routes (via the Craigie or North Washington St. bridges) are unsafe and uncomfortable for people walking, biking, or rolling. Better accessibility: The current crossing at the locks is narrow, bumpy, and not ADA-accessible. The promised path would create a seamless, off-street alternative for everyone—including families, wheelchair users, and bike commuters. Support transit and mode shift: A new path would make "last-mile" connections easier for commuter rail passengers, helping more people safely bike or walk to and from the station. As a person who walks to work, this is very important to me and helps me live a without a car in the greater Boston area. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Lila Kalish</p>	<p>6-Jan-25</p>	<p>Email</p>

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<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Charlie Cowan</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>As an avid commuting cyclist, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. I previously lived in Minnesota after a major bike accident. The only reason I got back on a bike was because Minneapolis had a completely off-street path across the entire city. I hope this project makes this area much safer here in Boston which I have called home for the past seven years. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Adj Marshal</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Please include the critical multi-use link across the Charles in the North Station Draw One project, as promised during the Big Dig. The existing connection here, on Charles River Dam Road, is incredibly unsafe with multiple lanes of angry car drivers with many merges and intersections. I'd love for a connection safe enough for me to take me and my family along the Somerville Community Path all the way into Boston, and that route is through North Point park. Network effects matter! A safe route that gets you almost to where you want to go will get far less use than one that goes all the way.</p>	<p>Nicholas Tucker</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Franz Lepionka</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I REALLY value the places in the Boston area that have good walking and biking paths, and it makes me feel safe, happy, and connected with the city when I can get through places on foot or bike. It gets me spend to money at local businesses too (I never park my car to check out a new restaurant, cafe, or store on the side of the road, but hopping off my bike when I'm not in a rush to check out the neighborhood nearby is something I do all the time). Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.</p>	<p>Lincoln Craven-Brightman</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>I am a longtime MA resident and a frequent cyclist, pedestrian, and driver. I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. One of the best things about living here is the accessibility of multiple forms of transport. Thank you for your leadership in making our state safer, more sustainable, and a more desirable place to live in and to visit.</p>	<p>Suelin Chen</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Boston Sand &amp; Gravel is a strong supporter of the Draw One Project. We did attend the Draft EA virtual meetings and have reviewed the document. Specific to Section 9.0 NON- SCOPE ITEMS there seems to be some misstated information beginning on page 26 and on figure 4 of this section. The text identifies Boston Sand &amp; Gravel as a potential location for the staging and storage of contaminated soil and ground water during the construction of Tower A. Additionally the area is labeled and highlighted on Figure 4. We acknowledge the dialog includes the word potential, but please understand the area shown in Figure 4 is well outside the travel areas shown in the reciprocal MBTA agreements. This is part of our active aggregate stock pile area utilized for the daily production of redi-mix concrete. We could never allow this area to be occupied by anyone during construction. We respectfully request you remove the second bullet from the top of page 26, Boston Sand and Gravel- Located north of Tower A from the text document and all the notations shown Figure 4 and make a note in the project file folder as construction documents are being crafted.</p>	<p>Boston Sand &amp; Gravel (Ron Corriveau)</p>	<p>7-Jan-25</p>	<p>Email</p>
<p>The City/Town of Peabody offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). Our community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity. North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.</p>	<p>Edward A Bettencourt, Jr., Mayor, City of Peabody</p>	<p>2-Jan-25</p>	<p>Email</p>

Comment	Commenter	Date Received	Format
<p>Thank you for the opportunity to review the Environmental Assessment (EA) for the North Station Draw One Bridge Replacement Project. Please consider our input below as you work to finalize the environmental analysis and mitigation measures for the project. Please contact us to discuss any questions regarding our comments and recommendations. Comment: The EA at p. 22 (43 of viewer) notes: "North Station/South Seawall: Construction between North Station and the Draw One Bridge would include... relocation of existing layover power..." Recommendation: Describe how long layover power will be unavailable between removal and re-installation, and the plan for providing temporary power via generators or other source. Layover power is required under the consent decree between MBTA/Keolis and EPA to minimize idling. Ten power stations should be available. Comment: The EA at p. 56 (77) notes: "The Draw One Bridge carries four MBTA commuter rail lines – the Fitchburg Line, Haverhill Line, Lowell Line, and Newburyport/Rockport Line (see Figure 13, "Transportation Systems"). Each weekday, these four lines carry a combined total of 178 trains" and "North Station is one of three Amtrak stations in the City of Boston. It serves the Downeaster, which links Boston, Massachusetts with Brunswick, Maine via New Hampshire... It operates five daily round trips between North Station and Brunswick, Maine." The EA also notes: "Replacement of the Draw One Bridge, along with the related replacement of the trestles, track alignment improvements, and signaling system upgrades, is necessary to provide safe and efficient rail operations for this large and diverse array of users.... It is critical that all scheduled commuter rail services are maintained during Proposed Project construction and that the on-time performance of the trains arriving at and departing from North Station is preserved. A minimum of four active tracks over the Charles River and eight active tracks at North Station are required to be in service throughout the construction period, thereby limiting public transportation disruptions." The EA at p. 74 (95) also notes: "The Proposed Project has been expressly designed to facilitate construction staging that 1) maintains weekday service and operations on four bridge tracks over the Charles River and eight active tracks at North Station, and 2) maintains two active tracks over the Charles River and five active tracks at North Station on weekends. Therefore, with current levels of service maintained throughout construction, MBTA and Amtrak rail passengers served by North Station are not expected to experience any substantial disruptions (e.g., schedule changes, delays) as a result of the Proposed Project." Finally, the EA at p. 78 (99) notes: "the Proposed Project would make no significant changes to train operations and would therefore not result in any air quality impacts due to operational emissions."</p> <p>Recommendation: Considering all these statements and pursuant to other commuter rail bridge and track work in recent years, nearby communities have experienced extended idling by commuter rail locomotives which must pause their travel, and even layover overnight, in informal locations near neighborhoods. We recommend that the analysis describe to what extent commuter locomotives that usually lay over at North Station be positioned elsewhere in the network during non-operating (overnight) and off-peak hours. We also recommend that the analysis explain how much idling will be necessary because locomotives are away from their layover power stations, and any potential resulting air quality and noise impacts on neighbors from the idling. Comment: The EA at p. 75 (96) notes: "4.2.10. Air Quality and GHG Emissions Construction of the Proposed Project would generate emissions from diesel- and gasoline-powered construction equipment, diesel-powered generators, diesel trucks, marine-based diesel equipment and tugboats, and heavy-duty trucks transporting excavated material and delivering construction materials." Recommendation: EPA recommends that the project include measures to incentivize or require the use of high-tier construction vehicles and equipment for this project. The language in the excerpts below is limited and outdated in this regard and appears to pass over MassDEP's limit of 30 minutes for locomotive idling. p. 733 (of viewer); this is the TRC section): "4.2.6.1 Minimization Strategies" ...Although the Build Alternative would not cause any major adverse impacts during construction, compliance with all applicable laws and regulations would reduce pollutant emissions from construction activity. To mitigate these emissions, construction activities would be performed in accordance with construction level best management practices (BMPs). Strategies that could be considered during construction include: • comply with MassDEP's idling regulations [310 CMR 7.11(1) (b)], requiring that engines idle for no more than five minutes. Post idling restriction signage on project construction sites; • comply with MassDEP's Diesel Retrofit Program (DRP), which promotes the use of such emission-reducing technologies as available to the maximum extent practicable in January 2008. MassDEP awarded the</p> <p>There we go. Okay. Three basic questions: The bridge design in your presentation doesn't look all that great. It needs a little more work. It's a visible feature from a lot of directions, so besides, you know, if it's concrete, it needs to have some texture to it. It's too bland. The walkway on the south side appears to be no longer present. Is that correct? And then the last one is Millers Creek flood protection for the MBTA Orange Line. Ideally since you're right there, building necessary infrastructure to support a levy gate at the mouth of the creek area there would benefit your protection that you need for flood protection of the tunnel works going into Charlestown and the Orange Line.</p>	<p>Timothy L. Timmermann, Director Office of Environmental Review EPA New England-Region 1</p>	<p>6-Jan-25</p>	<p>Email</p>
<p>Thank you. Hopefully you can hear me now. I see that. Great. So good evening, and Happy New Year 2025. My name is Andy Reker, and I'm the Transit Program Manager for the City of Cambridge and the Community Development Department. We did have a chance to review the Draft EA, and we will be officially writing some -- providing some written comments by the comment deadline on Monday. Tonight, though, I do have some comments from the City that I'd like to enter into the record of tonight's hearing. And first off, the City is generally supportive of the MBTA's efforts to modernize and bring in to a state of good repair the railroad system that we have here in Massachusetts. And we are very supportive of the federal government investing in this critical railroad project. At the same time, and I think this should not be a surprise to anybody on the Project Team, we are still disappointed that the pedestrian/bicycle connection has been removed from the Draw One Bridge Program. Just as a quick reminder, we think that the upstream Draw One, the upstream pedestrian/bicycle connection is critical to providing a safe, reliable, and more convenient transportation option for folks looking to cross the Charles River on foot or by bicycle to and from North Station in Boston and the North Point neighborhood in Cambridge. On the Cambridge side of this project, the Cambridge Crossing development is well underway, which will create a brand new neighborhood. And when complete, there will be 2.1 million square feet of new commercial space and 2.4 million square feet of new residential space. We believe that this new development, this new neighborhood, has the potential to be one where a large percentage of trips can be made by walking, biking, and taking transit if there's conveniently connected infrastructure to nearby destinations such as North Station and the area around it. The upstream pedestrian and bicycle bridge is also one of the state mitigation commitments from the Central Artery Tunnel Project, as noted within the Executive Summary of the DCR Charles River New Basin Resource Management Plan. We are hopeful, though, that the Commonwealth will fulfill its commitments to build this upstream, cross-river pedestrian and bicycle bridge, given through the Central Artery Tunnel Project, and we hope we can work with our state partners on that. I would like to thank MBTA staff for hosting tonight's virtual public hearing, and listening to the comments tonight. Thank you very much.</p>	<p>Dan Jaffe</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>
<p>Thank you. Hopefully you can hear me now. I see that. Great. So good evening, and Happy New Year 2025. My name is Andy Reker, and I'm the Transit Program Manager for the City of Cambridge and the Community Development Department. We did have a chance to review the Draft EA, and we will be officially writing some -- providing some written comments by the comment deadline on Monday. Tonight, though, I do have some comments from the City that I'd like to enter into the record of tonight's hearing. And first off, the City is generally supportive of the MBTA's efforts to modernize and bring in to a state of good repair the railroad system that we have here in Massachusetts. And we are very supportive of the federal government investing in this critical railroad project. At the same time, and I think this should not be a surprise to anybody on the Project Team, we are still disappointed that the pedestrian/bicycle connection has been removed from the Draw One Bridge Program. Just as a quick reminder, we think that the upstream Draw One, the upstream pedestrian/bicycle connection is critical to providing a safe, reliable, and more convenient transportation option for folks looking to cross the Charles River on foot or by bicycle to and from North Station in Boston and the North Point neighborhood in Cambridge. On the Cambridge side of this project, the Cambridge Crossing development is well underway, which will create a brand new neighborhood. And when complete, there will be 2.1 million square feet of new commercial space and 2.4 million square feet of new residential space. We believe that this new development, this new neighborhood, has the potential to be one where a large percentage of trips can be made by walking, biking, and taking transit if there's conveniently connected infrastructure to nearby destinations such as North Station and the area around it. The upstream pedestrian and bicycle bridge is also one of the state mitigation commitments from the Central Artery Tunnel Project, as noted within the Executive Summary of the DCR Charles River New Basin Resource Management Plan. We are hopeful, though, that the Commonwealth will fulfill its commitments to build this upstream, cross-river pedestrian and bicycle bridge, given through the Central Artery Tunnel Project, and we hope we can work with our state partners on that. I would like to thank MBTA staff for hosting tonight's virtual public hearing, and listening to the comments tonight. Thank you very much.</p>	<p>Andrew Reker</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>



Comment	Commenter	Date Received	Format
<p>ANNE MCKINNON: Okay, hi. I would, in the spirit of learning about the project, I'd like to learn who is the consultant team. Who's the designer and who's person in charge of the environmental work? Thank you.</p>	<p>Anne McKinnon</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>
<p>Good evening, everyone. My name is Jen Rowe, I'm a Regional Planner with the City of Boston. And kind of echoing my colleague Andy from Cambridge's remarks, we deeply appreciate the MBTA's work on this Bridge Replacement Project and acknowledge both the criticality of the Draw to North Side Commuter Rail and the urgency of bringing it to a state of good repair. We do not wish to introduce any delay to the project. However, we do remain concerned about the fate of the upstream bicycle and pedestrian crossing that was previously dropped from the scope. This crossing would bridge a significant gap in the regional bicycle and pedestrian networks between North Station and Boston and North Point and Cambridge. It would be available also to the tens of thousands of MBTA passengers who use North Station every weekday, among other potential users. It's been a longstanding commitment of the state's as part of Central Artery mitigation, just as described in the 1996 New Charles River Basin Master Plan. The bicycle/pedestrian crossing was included in the design RFP that the MBTA had released in 2019 and in subsequent applications of federal funding, and we fully support the federal investment in this bridge. We did discover that the crossing was no longer included in the project last spring, and since then we've been urging the relevant state agencies to share a clear plan for how it will be designed and constructed and by whom. Past alternatives studied over the years for this crossing have proven infeasible, and we haven't yet heard a definitive regulatory or engineering constraint that would preclude the bike/ped crossing attached or on the same footings as the rail bridge. So for all those reasons, we respectfully request that the MBTA and relevant state agencies commit to advancing the design and construction of an upstream bicycle/pedestrian crossing, regardless of whether that crossing is formally included as environmental mitigation for this Bridge Replacement Project. This crossing would replace the existing public sidewalks along the east and west sides of the existing trestles. The Draft Environmental Assessment appropriately cites the removal of those as a potential impact. The western sidewalk in particular does offer benches, recreational fishing opportunities, excellent views of the Charles, as well as opportunities to observe and photograph passing trains and boats. An upstream bicycle and pedestrian crossing would preserve that and improve public access to the amenity. Additionally, we feel that a crossing would help mitigate disruptions to pedestrian walkways and bicycle paths that were also noted in the Environmental Assessment, including the very popular North Bank Bridge and well-traversed routes within North and South Bank Parks. Environmental Assessment, including the very popular North Bank Bridge and well-traversed routes within North and South Bank Parks. The crossing would offer longer term benefits across, and that we feel like would compensate the walking and rolling public for those disruptions. Those benefits would then only compound when Boston's Rutherford Avenue Project completes the network of shared-use paths from North Station to the Northern Strand Trail, the Mystic River Greenway, providing separate routes not only to Cambridge and Somerville, but also Arlington, Medford, Everett, Malden, Revere, Saugus, and Lynn. So with that, I'll close with appreciation to the MBTA and the staff on this call for the opportunity to express our support for this important rail Bridge Replacement Project, as well as our request for the state partnership in advancing the also important pedestrian and bicycle crossing. Thank you very much. That will be it.</p>	<p>Jen Rowe, City of Boston</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>
<p>Yes. So I just wanted to reiterate some of the other comments others have made about the pedestrian bridge. You know, I believe that the pedestrian bridge is a vital component of this project, and I would encourage the Project Team to incorporate it or even just to include the piers or foundation for that sort of thing so that it could be built later. The other thing is that -- given that this project is touching the North Bank Pedestrian Bridge and physically moving it, the North Bank Pedestrian Bridge could serve as the approach ramp for the north side of the pedestrian bridge, so that it could get to grade. So given that that project is disturbing that bridge anyway -- it's enclosing it -- I would like to suggest to the Project Team that the pedestrian crossing actually go into the North Bank Bridge on the north side and utilize it as an approach thing. Other than that, I think that the project is great. I think that the disturbances make sense and are unavoidable and are worth it for the ultimate overall result of the project. But North Station is -- North Station's access to the community needs work. And, you know, for Cambridge Crossing in particular, there is a substantial amount of backtracking. So, I have frequently ridden my bike all the way from Woburn and taken it back -- taken North Station back. So getting across that bridge, you're either going across the Route 28 Bridge, which the bicycle facilities on that are very poor and Route 28, there was a cyclist fatality a couple of years ago. And then the Charles River Dam; crossing the Charles River Dam with a bicycle is always challenging. So there could be closures, the thing can open -- you know, so, and it's very congested. So I would just want to encourage the Project Team, like others have said, you know, that regionally, I think, there is support for making this pedestrian crossing. When you're trying to do commutes by transit, those -- the path from -- you know, you're not -- unless your job is actually at North Station, the path from the train station to your final destination, that last mile is crucial for determining whether you can actually make that commute at all. So I just wanted to encourage you to take that into account. Thank you.</p>	<p>Christopher Silva</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>
<p>I want to support Chris on his comments. Yes, we need that pathway. That's the other side of the bridge that I was concerned with. But when you redo the path to the pedestrian walkway, there is a terrible intersection in the Paul Revere Park. You really -- if you were coming from Charlestown along the Millers Park -- Millers Creek Pathway, and you want to get across that point, you have to take a very sharp turn over a curb. You have to climb over the curb, actually, that's there. So it would be nice if that was rounded so it is possible to take all three turns without having to make hard turns. So basically, curve it, versus cornering it into a -- I think it is like a 30-degree point. So it's very uncomfortable when you're walking. So that would be beneficial if you could do that. And having those walkways. Remember, this is a transit corridor, is it not? So it needs to have transit capabilities. And that is inclusive of bicycle and pedestrian. So that needs to be here. When I was part of the CANA Project, that was one of our biggest points for this walkway space. That was why it was put in to begin with. We need to get it back and better.</p>	<p>Dan Jaffe</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>

Comment	Commenter	Date Received	Format
<p>Sure. So I think overall we wished to comment to appreciate the MBTA's work on the Bridge Replacement Project, kind of acknowledging the criticality to North Side Commuter Rail service and the urgency of bringing it to a state of good repair. The City very much doesn't want to introduce any delay to the project. It's also -- we do remain concerned about the fate of the upstream bicycle/pedestrian crossing that was dropped from the scope of the project. We spoke a little bit to the benefits of the pedestrian crossing and that it's -- benefits to -- in -- closing a pretty significant gap in the regional bicycle and pedestrian networks and connecting our station to the North Point Park in Cambridge. This connection, as has been noted by others, would be available to the MBTA's Commuter Rail passengers who use North Station and among many other potential users. We spoke to the equipment of the states as part of the Central Artery mitigation to this crossing, and as it was described in the New Charles River Basin Master Plan in 1995. I shared a little bit about how the crossing had been included as part of the Project's scope, and it was in the RFP that the T released in 2019. And we'd also seen it in applications for federal funding as recently as last August, and that -- you share a plan for how it will be designed and constructed and by whom if it wasn't through this project and by the T. Our understanding was that, you know, many -- not me personally, but colleagues of mine have experienced various iterations of alternatives to having the crossing be provided on the same kind of structure and footings as the North Station drawbridge, and and we also haven't yet heard a really definitive regulatory or engineering constraint that would mean that the crossing could not be on the same footings as the rail 1 bridge. So for a lot of those designs eventually didn't move forward; were found unfeasible. Then for that reason, we feel like the kind of likeliest way forward for this crossing is to be on the same footings. So -- reasons, we are requesting that the T and other relevant state agencies like the MassDOT DCR kind of find -- working together and find a way to advance the design and construction of the crossing, whether that be included as part of the environmental mitigation of this project or not. And we feel like there is a connection to the impacts of this Bridge Replacement Project, and that there are existing public sidewalks on the east and west of the trestles, which was noted in the Environmental Assessment as a potential impact. In particular the western sidewalk is one that we do see members of the public utilizing for fishing and for just watching passing trains and boats, and taking photos. Keeping -- having an upstream bicycle and pedestrian crossing in that similar area would replace that amenity, and also improve access, allowing folks from Cambridge to easily get there as well. And then we also felt like the -- while the building this connection crossing over the Charles would go a long way -- you know, provide benefits to those same publics as well, and would kind of go -- will even go beyond in terms of when other projects that are being advanced, including our own Rutherford Avenue Project, it would really -- it would connect this crossing to other assets of the region, including the Northern Strand Trail and the Mystic River Greenway. And then yeah, I ended closing for -- again -- thanking the T and staff for hosting this space. We're particularly appreciative of you all holding it for the full hour and a half in case anyone joined late. It's -- and yeah, we do intend to write a comment as well.</p>	<p>Jen Rowe, City of Boston</p>	<p>2-Jan-25</p>	<p>Oral Statement</p>

Attachment 2  
Draft EA Public Hearing Transcript

COMMONWEALTH OF MASSACHUSETTS

MBTA PUBLIC HEARING

DRAW ONE BRIDGE REPLACEMENT PROJECT

JANUARY 2, 2025

6:00 p.m.

Held Virtually

Presenter:

Karl Eckstrom, P.E.

Senior Director

MBTA Project Manager

Moderator:

Ashley Armand

MBTA Deputy Director of Community Engagement

BOSTON COURT REPORTERS

[info@bostonreporters.com](mailto:info@bostonreporters.com)

P R O C E E D I N G S

ASHLEY ARMAND: Hello. My name is Ashley Armand, and I'm the Deputy Director of Community Engagement at the MBTA. And I'll be the moderator for tonight's meeting. We really appreciate you joining us for tonight, and Happy New Year. We're excited to have you here for 2025.

Tonight's meeting is to share information and receive feedback on the MBTA's Draw One Bridge Replacement Project. Our speaker for tonight will be Karl Eckstrom, who's not only our Senior Director, but is also the MBTA Project Manager. And he will give the presentation. And we ask that you hold all of your comments until the end of the presentation.

But before we get started, I'd like to go over a few announcements and meeting controls for folks who are not familiar with Zoom.

Our first announcement is that all MBTA activities, including public meetings, are free of discrimination.

The MBTA complies with all federal and state civil rights requirements preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area.

If you have any questions or concern, we ask that you visit the website here on the screen to reach out to our

1 Office of Diversity and Civil Rights.

2 We'd also like to let you know that we're offering  
3 language interpretation for this meeting. In this meeting,  
4 we'll be able to click the Interpretation button -- that's  
5 the small, gold icon -- and click on the language that you'd  
6 like to hear for this evening. Tonight, we'll have  
7 interpreters that speak Spanish and Mandarin. Our Spanish-  
8 speaking interpreter is Enrica Ardemagni, and our Mandarin-  
9 speaking interpreter is Bill Chen.

10 We'd also like to let you know that you can have closed  
11 captioning in the meeting as well, alongside our ASL  
12 interpretation. You can click Closed Caption to start  
13 viewing the closed captioning.

14 As a tip, you can click and drag the closed captioning  
15 to move this in the position on the meeting window, and you  
16 can also adjust the caption size. So you can click the  
17 upward arrow next to the Start Video button. Click on  
18 Video, then Settings and Accessibility, and move the slider  
19 to adjust your caption size.

20 We also have a Chat function here for you to ask any  
21 technical questions that you ask. If you have a technical  
22 question about the Zoom itself, or any features of the  
23 hearing, you can use the Chat function, and our technical  
24 assistant will attempt to troubleshoot your problem and get  
25 right back to you. So you can send it right back in the

1 Chat and we'll be active in responding to any questions that  
2 you may have to make this meeting as accessible as possible  
3 for you.

4 And with that, I'll pass this over to Karl Eckstrom.

5 Karl?

6 KARL ECKSTROM: Thank you, Ashley.

7 And good evening, everyone. Thank you again for  
8 joining us for this MBTA's Draw One Bridge Replacement  
9 Project public hearing for the Draft Environmental  
10 Assessment that we have performed, along with our federal  
11 partners at the Federal Transit Administration, the FTA.  
12 And we'll get started.

13 I'd just like to highlight that in addition to  
14 tonight's public hearing, we will be hosting an  
15 Environmental Justice open house meeting tomorrow afternoon.  
16 That's Friday, January 3, 2025, from 4:00 to 6:00 p.m.

17 And that will take place at the Cambridge Public  
18 Library. The Lewis Room is on the second floor of the  
19 Central Square Branch. The address is 45 Pearl Street in  
20 Cambridge. It's very close to the Red Line.

21 So we'll be there tomorrow afternoon, and we would  
22 welcome any and all interested folks to come by and talk to  
23 us tomorrow afternoon; get a little more opportunity to talk  
24 about the project and also receive feedback and comments for  
25 this Environmental Assessment process.

1           So in terms of an agenda for tonight's meeting, or  
2 hearing, the purpose of this hearing is to introduce and to  
3 discuss the project, scope, and the NEPA Environmental  
4 Documentation process that we have performed through a Draft  
5 Environmental Assessment.

6           That report and that document has been available since  
7 early December on the MBTA's website, and in hard copy  
8 format throughout the cities of Cambridge and Boston at  
9 select locations that were notified when the documents were  
10 available.

11           We will talk about some of the highlights of the  
12 Section 106 and Section 4(f) items that are contained within  
13 that report, and then we will open this floor to receive  
14 public comment on the presentation tonight, and also on the  
15 Draft EA.

16           In terms of submitting public comment, this meeting  
17 tonight -- or this hearing tonight, will provide you the  
18 opportunity to give oral comments and receive those into the  
19 public record, and those comments will in turn be formally  
20 documented in the Final Version of the Environmental  
21 Assessment Document.

22           If there are any needs to modify or change the  
23 information within the document based on those comments, the  
24 team will be in position to do that and work with our  
25 partners at the federal level to better understand and see



1 how those impacts or comments might impact the findings of  
2 the Draft documentation.

3 You can also email the project, your comments to  
4 DrawOne@mbta.com.

5 We have received a number of comments already at that  
6 address since the documentation went public.

7 And then we're asking that the comments for this part  
8 of the project, the comment period is open until 12 o'clock  
9 noon on Monday, January 6 of 2025, wherein by we will close  
10 the comment period and look to include any and all comments  
11 that have been received that date as part of the formal  
12 Environmental Assessment documentation.

13 For any more information about the project, including a  
14 copy that you can download of the Draft Environmental  
15 Assessment, you can visit our website at [mbta.com/DrawOne](http://mbta.com/DrawOne),  
16 or you can email the Project Team at DrawOne@mbta.com.

17 So we'll go through a quick project overview. In terms  
18 of a location, the Draw One Bridge extends across the  
19 Charles River just northwest of MBTA's North Station,  
20 connecting the cities of Cambridge and Boston by Commuter  
21 Rail system.

22 The Signal Tower A is located just north of the Draw  
23 One Bridge on the east side of the railroad tracks. And  
24 it's called out here at Signal Tower A. Those are two  
25 elements. You can see the two yellow drawbridges are in the

1 center of the river, called out with a location box.

2 North Station is in the top center of the photo. It's  
3 also the home of the TD Garden facility for the Celtics and  
4 the Bruins. The Commuter Rail Station is in the lower level  
5 of that same building.

6 And then a lot of people are familiar with the Zakim  
7 Bridge; that is to the left of the photo, which is a  
8 parallel feature to the MBTA's commuter rail tracks.

9 Next slide?

10 So as for purpose and need, these bridges were built  
11 approximately 90 years ago in the early 1930s. The existing  
12 Draw One Bridge and Signal Tower A have reached the end of  
13 their useful service lives. The Draw One Bridge moveable  
14 spans and its trestles present an ongoing maintenance  
15 challenge for the MBTA and are beyond repair for a  
16 significant useful -- extending their life.

17 Replacement of the Draw One Bridge is critical to keep  
18 the MBTA system in a state of good repair, and also to  
19 improve the reliability and safety of MBTA Commuter Rail  
20 passengers, and also Amtrak services from our northern  
21 partners in Maine and New Hampshire.

22 This project will replace two existing bascule  
23 drawbridge structures with three new stand-alone vertical  
24 lift bridge structures. This project will provide six  
25 tracks, rather than the existing four across the Charles

1 River. It replaces the existing Signal Tower A and  
2 temporary control tower with a new Signal Tower A building.  
3 ry control tower with a new Signal Tower A building.

4 Construction is expected to begin in 2026 and be  
5 complete in 2034.

6 You can see a rendering here of the finished bridges in  
7 their open or lifted position above the navigation channel,  
8 just for reference, in front of the Zakim.

9 Next slide?

10 We will also have a modification of the North Bank  
11 Pedestrian Bridge to accommodate the proposed track  
12 alignment that will be included across the bridges. We  
13 have replacement of existing signal system and switch  
14 heaters associated with the bridge.

15 Those are located either immediately adjacent to the  
16 bridge on either side of the river, and we have installation  
17 of track and bridge drainage systems, so that any water  
18 captured on the tracks over the river will be handled under  
19 its own independent drainage system, which is an improvement  
20 over the situation today.

21 I'm going to touch on the NEPA Section 106 and 4(f)  
22 components that were highlighted in the Draft EA document.  
23 The National Environmental Policy Act, or NEPA, is the  
24 federal regulations by which we are bound to make sure that  
25 we comply with.

1           The MBTA is the local Lead Project sponsor. And as I  
2 mentioned earlier, the Federal Transit Administration or  
3 FTA, is the Lead Federal Agency under the NEPA Guidelines.

4           Environmental Assessments, or EAs, are needed for  
5 actions to support the projects, for which the significance  
6 of the environmental impact is not clearly established at  
7 the outset.

8           An EA is being prepared to assess the potential  
9 environmental impacts of the Proposed Project or the  
10 "Preferred Alternative," as compared to the future without  
11 the Proposed Project. And in the documentation, that's  
12 referred to as the "No Action Alternative."

13           We also identify measures to avoid, or minimize, and  
14 mitigate these impacts. And finally, to document the  
15 proposed project's compliance to the extent possible with  
16 all applicable environmental laws and executive orders.

17           And given that the proposed project is not intended to  
18 change the operation substantially, consideration of  
19 construction-period effects constitutes the bulk of the  
20 analysis required for this Draft EA.

21           All the comments on the Draft EA will be considered  
22 prior to preparation of the Final Version of the  
23 Environmental Assessment document.

24           Section 106 of the National Historic Preservation Act  
25 of 1966 requires that all federally funded or permitted

1 projects consider the effects of those undertakings on  
2 historic and archaeological resources listed in or eligible  
3 for listing in the National Register of Historic Places, or  
4 NRHP.

5 Under Section 106, the proposed full demolition of the  
6 Draw One Bridge and Signal Tower A would constitute an  
7 adverse effect on an historic property, because it would  
8 result in the "physical destruction of or damage to all of  
9 or part of the property."

10 The State Historic Preservation Office, or SHPO, which  
11 in Massachusetts is the Massachusetts Historical Commission,  
12 or MHC, has concurred with this finding of adverse effects  
13 to the historic properties in a letter dated June 12, 2023,  
14 a copy of which is also in the Environmental Assessment.

15 A Memorandum of Agreement, or MOA, will be executed  
16 among the FTA, the MBTA, the SHPO or MHC, the Boston Office  
17 of Historic Preservation, the Cambridge Historical  
18 Commission, and the Massachusetts Department of Conservation  
19 & Recreation, or DCR -- all of which were the Consulting  
20 Parties on this Environmental Assessment, Section 106  
21 consultation.

22 And that MOA will identify the measures that are to be  
23 taken to mitigate the adverse effects on historic  
24 properties.

25 Section 4(f) of the Department of Transportation Act of

1 1966 states that for federally funded transportation  
2 projects, federal protection of publicly owned and  
3 accessible parklands and recreation areas has to be provided  
4 under Section 4(f).

5       There are nine publicly owned parks or recreational  
6 areas adjacent to this project site, each of which has been  
7 considered a Section 4(f) resource, in the immediate  
8 vicinity of the Project Limits. Those nine locations are:  
9 Galvin Memorial Park, Lynch Family Skatepark, Paul Revere  
10 Park, North Point Park, and North Bank Bridge.

11       Those are all on the north or Cambridge side of the  
12 river.

13       On the Boston side of the river or South Bank, we have:  
14 Nashua State Park -- Street Park, Gridley Locks Footpath, a  
15 proposed but not yet constructed South Bank Park, and the  
16 DCR Pier and Riverfront Walkway in the southern bank of the  
17 Charles -- along the southern bank of the Charles River.

18       Our next slide will kind of highlight those same park  
19 areas, just to kind of give everybody perspective. You can  
20 see the drawbridges in the middle of the image.

21       Our North Station is to the lower portion of the image,  
22 so we've turned things around, but there's the nine park  
23 areas and/or 4(f) resources that we've identified that have  
24 the potential to be impacted by this project.

25       So Section 4(f) of the Department of Transportation Act

1 requires coordination with the Massachusetts Department of  
2 Conservation & Recreation (DCR) is ongoing and put their  
3 review and comment on the Proposed Project's use of the 4(f)  
4 parks and recreational resources.

5 Measures to minimize harm to these parklands and public  
6 recreation areas in the vicinity of the Proposed Project  
7 will be developed with and agreed upon by both MBTA and DCR  
8 as part of this process.

9 Section 4(f) also provides for consideration of  
10 historic resources -- for example the Section 106 resources  
11 that I just described -- consistent with the Section 23 of  
12 the Code of Federal Regulations, Subsection 774.13.

13 Both of the Draw One Bridges and the Signal Tower A,  
14 which are historic resources, are excepted from 4(f)  
15 consideration as 4(f) resources, because the Proposed  
16 Project comprises the replacement of line elements for  
17 existing railroad and commuter rail system operations. So  
18 essentially, the bridges and the Signal Tower A are part of  
19 the 106 and they are excepted from the 4(f).

20 We'll talk about potential effects and mitigation of  
21 the Project; next slide.

22 So what we have here is just a number of areas that we  
23 have looked at in this Environmental Assessment. They're  
24 broken down by significant pieces and they're referred to in  
25 this as the "Analysis Column."

1           So we'll talk about land use; the potential effect.  
2       There are two permanent easements we've identified that are  
3       required; one at the proposed South Bank Park, which is a  
4       very small area -- about 800 sf -- for a manhole  
5       replacement, and one on the currently unmaintained land  
6       adjacent to the Massachusetts General Hospital, or MGH.

7           Their administrative building is immediately adjacent  
8       to our tracks on the west side of the South Bank, and  
9       there's approximately 130 square feet of clearance area that  
10      we need to maintain between our tracks and the face of the  
11      building. So there is an area there that we have identified  
12      and worked on coordinating that with MGH.

13          And in order to mitigate and the commitments that we  
14      are making through this project and documentation process is  
15      that we will enter into formal easement agreements with both  
16      DCR and MGH on those two land use areas.

17          As far as Parks and Recreation resources and pedestrian  
18      and bicycle facilities, there are public sidewalks along the  
19      east and west sides of the bridge's south trestles, which  
20      will be removed as part of the project.

21          There is the existing North Bank landings in North Bank  
22      North Point Park and the Paul Revere Park, which will be  
23      modified slightly or shifted slightly to accommodate a  
24      change in the profile or elevation of the North Bank Bridge.

25          And in order to mitigate and commit to that minor



1 impact, the MBTA will continue to coordinate with DCR  
2 directly in the design and modifications of the bicycle and  
3 pedestrian facilities, which are on DCR property.

4 There are historical and cultural resources that have  
5 been identified, as I mentioned earlier of the Draw One  
6 Bridge and the Signal Tower A will be demolished and  
7 replaced as part of this project.

8 And given the Proposed Project would result in a  
9 permanent adverse effect to the historic or architectural  
10 resources, a Memorandum of Agreement will be executed  
11 amongst the FTA, the MBTA, and Section 106 Consulting  
12 Parties, which identifies the measures to be taken to  
13 address these adverse effects.

14 My understanding is that the signatures have all been  
15 obtained on that Draft documentation, and the copy that was  
16 in the Draft EA document is essentially unchanged, and we'll  
17 just include the final executed copy in the final version of  
18 the EA. So that MOA is available for your use and reading  
19 in the Draft Copy of the document that's available today.

20 Next slide?

21 As far as visual and aesthetic resources, the historic  
22 Draw One Bridge and the Signal Tower A would no longer be  
23 present in the future landscape, and as I mentioned, the FTA  
24 and MBTA have worked on a discussion of that aspect with the  
25 Section 106 consulting parties to develop a bridge design

1 that complements the Zakim Bridge and contributes to a  
2 shared aesthetic character.

3 That is all highlighted and documented in the  
4 Memorandum of Understanding and the ongoing Design Reviews  
5 that will be available to those Consulting Parties.

6 Removal of public sidewalks along the southern trestles  
7 of the bridge would eliminate use of the river from these  
8 sidewalks. Because similar views will remain available from  
9 the surrounding area, this potential impact would be minor  
10 and not require mitigation.

11 In terms of natural resources, we have excavation and  
12 grading to alter local soils and topography.

13 Because this project limits comprise an area already  
14 disturbed by development, this potential impact effect would  
15 be minor; it would not require mitigation.

16 There's approximately 11,400 square feet of permanent  
17 fill that is currently in the riverbed that will be removed  
18 as part of this project. Coordination with the U.S. Army  
19 Corps of Engineers and the Massachusetts Department of  
20 Environmental Protection or MassDEP is ongoing to develop  
21 mitigation measures prior to construction to handle the  
22 removal of that potential permanent fill.

23 There's the sea level rise. It would remain a flood  
24 risk to the proposed new Draw One Bridge and the Tower A.  
25 And in order to mitigate that issue, electrical and

1 mechanical equipment within the Tower A will be located on  
2 the second floor above the Design Flood Elevation of 13  
3 feet, which is quite a bit higher than anything, because the  
4 tracks are at about elevation 4 feet.

5 We also have -- will have flood walls, and a deployable  
6 flood barrier will be provided at Tower A, and submersible  
7 equipment would be utilized for anything on the bridge  
8 structure that would be under that elevation. But  
9 everything will be intentionally placed above that  
10 elevation.

11 In terms of marine transportation, the clearance of the  
12 Charles River navigation channel will be altered. But the  
13 new bridge clearance will match the clearances or better the  
14 clearances of the controlling structures, either upstream or  
15 downstream of the Project site.

16 So that's either the new river -- new Charles River Dam  
17 on the downstream side, and the Route 28 roadway crossing in  
18 front of the Museum of Science. Sorry I forget the name of  
19 that bridge, but we'll move on to the next slide.

20 So we'll also look at some potential impacts and  
21 mitigation issues that will be only present during the  
22 construction window.

23 As far as the land use, there's a little bit more of a  
24 temporary impact of easements that would allow for  
25 construction staging and access.

1           So at Paul Revere Park, there's approximately 47,000  
2 sf. At NorthPoint Park, there's approximately 36,000 sf.  
3 The proposed South Bank Park has 22,400 sf. The DCR Pier  
4 and Riverfront Walkway just under 5,000 sf, and the MBGH --  
5 MGH Administrative Building parking lot has about 10,900 sf  
6 feet of temporary impacts to allow for construction  
7 activities to occur.

8           So in order to mitigate those, the MBTA has committed  
9 to enter into easement agreements with the DCR and MGH;  
10 properties not owned by the MBTA and being used during  
11 construction would be restored to their original condition  
12 after construction.

13           There's also a temporary use of Boston Sand & Gravel  
14 Property for construction access to the Tower A area,  
15 pursuant to an existing MBTA license agreement between our  
16 agency and that landowner.

17           MBTA will continue to coordinate with Boston Sand &  
18 Gravel prior to and throughout construction to minimize the  
19 impacts to their business and also their operations in the  
20 vicinity of the project.

21           There are some community facilities and services within  
22 the project limits. There's a boat launch ramp used by both  
23 DCR and State Police, and Boston Duck Tours, which may  
24 experience some multiple temporary closures or times that  
25 they will have to alter their traffic. MBTA will continue

1 to coordinate with DCR, the State Police, and any other  
2 required entities during construction to avoid impacts for  
3 their use of their ramp.

4 g construction to avoid impacts for their use of their  
5 ramp.

6 As I mentioned earlier, the MGH boating dock and  
7 approach ramp would be temporarily removed to allow for  
8 construction activity right adjacent to that part of the  
9 riverway.

10 And following construction completion, MGH floating  
11 dock and the approach ramp would be reinstalled and restored  
12 to the existing conditions.

13 There are several park and recreational resources.  
14 Pedestrian and bicycle facilities, that I mentioned would  
15 have temporary impacts. Those have all been highlighted  
16 here. They've also been clearly depicted in the graphics  
17 that are contained within the EA documentation.

18 But we anticipate multiple temporary closures of the  
19 North Bank Pedestrian Bridge would be required for up to two  
20 weeks at a time, and no more than -- totaling no more than  
21 one month in total duration. And that's over a window of  
22 construction that would allow for the modification of that  
23 ramp.

24 In order to mitigate and commit to that timeline, MBTA  
25 would develop a detour from the North Bank Park to access

1 Paul Revere Park, in coordination with DCR, and that would  
2 all be clearly identified to the public during construction  
3 and before it would be implemented by our construction  
4 activity.

5 We have identified multiple temporary closures of three  
6 walkways within Paul Revere Park and three walkways within  
7 North Point Park that would be required for up to two weeks  
8 at a time, totaling one month. Again, that's to facilitate  
9 the access to and modifications of the North Bank Bridge.

10 And the DCR Pier would be temporarily closed throughout  
11 construction. The Riverfront Walkway between DCR Pier and  
12 the MBTA tracks would be temporarily closed during  
13 deliveries of materials to the site.

14 So MBTA would continue to coordinate temporary closures  
15 with DCR and the local community and have a robust means of  
16 messaging those impacts, so that folks are aware when there  
17 may be temporary impacts anticipated at those locations.

18 We've identified minor tree and shrubs near the  
19 construction and areas in both the Paul Revere Park and the  
20 North Point Park, which would be temporarily removed in  
21 order to facilitate that construction.

22 Portions of the proposed South Bank Park site, which  
23 was -- as I mentioned, the boat trailer and car parking  
24 spaces may be used for construction access.

25 MBTA and DCR will develop mitigation measures for

1 impacts to those park resources, which could include  
2 regrading, seeding, and replanting of trees and/or  
3 landscaping the areas disturbed by construction within DCR  
4 Park areas.

5 Just a few more here. Historic and cultural resources:  
6 as I mentioned, there's a potential for intact architectural  
7 deposits within the area of potential effects. That is the  
8 area of land disturbance that we intend or know that may  
9 occur. And that's identified to have been a low risk, or a  
10 low potential.

11 But just in case, the MBTA has developed an  
12 Unanticipated Discoveries Plan in conjunction with the MHC  
13 and the Section 106 Consulting Parties that will be followed  
14 just in case any unanticipated architectural and/or human  
15 remains are encountered during construction.

16 There are some visual and aesthetic resources that have  
17 been identified with the construction equipment that may  
18 result in an advance visual impact to users of nearby  
19 waterfront parks and the North Bank Pedestrian Bridge and to  
20 recreational boaters.

21 In order to mitigate that or to better understand that,  
22 because this potential effect would be momentary and the  
23 construction condition would only be temporary, it would not  
24 require mitigation by the project.

25 And as far as natural resources, there are a total of

1 approximately 30,900 square feet of riverbed surface area  
2 that would be temporarily disturbed; that's basically the  
3 footprint of our existing bridge.

4 Coordination with the U.S. Army Corps and Mass DEP is  
5 ongoing to develop mitigation measures prior to construction  
6 that will be requirements of the contractor to comply with  
7 the permitting that we're establishing with those two  
8 agencies.

9 As far as marine transportation, there may be temporary  
10 closure or with reduction of the Charles River navigation  
11 channel up to approximately one week at a time, totaling a  
12 two-month period overall during construction.

13 MBTA will coordinate temporary channel closures with  
14 the United States Coast Guard and DCR. And notifications to  
15 mariners will be provided and updated as needed and  
16 necessary.

17 As far as transit, traffic and parking in the area,  
18 there will be temporary disruptions to the MBTA and Amtrak  
19 rail service on weekends; weekend-only interruptions to  
20 commuter rail service will be accommodated through reliance  
21 on the existing subway and public bus services if needed.

22 Also, the rail service on the weekends has been shown  
23 to be less aggressive than during the week, and so, the  
24 bridge would be -- the operations would be able to maintain  
25 normal operations with some of the bridge tracks being



1 constricted during the weekend.

2 Limited short-term increased congestion in the study  
3 area: to avoid any unnecessary construction-related traffic  
4 within the study area, construction vehicles will be limited  
5 to designated routes, and also be kept in designated staging  
6 areas. And those have all been either identified or will be  
7 continued to be identified with the agencies that are  
8 involved in this project.

9 ve all been either identified or will be continued to  
10 be identified with the agencies that are involved in this  
11 project.

12 Portions of the MGH administrative building parking lot  
13 would be used during construction. The MBTA has continued  
14 to coordinate with MGH regarding temporary displacement of  
15 any parking spaces for construction access, and to avoid  
16 disruption to their daily operations within the parking lot  
17 itself.

18 Air quality. It has been shown that fewer than 10,000  
19 tons per year of carbon dioxide or CO2 would be generated  
20 from the construction activities of this project. But MBTA  
21 will use best practices to minimize and mitigate any air  
22 emissions where feasible.

23 In terms of noise, construction noise impacts would  
24 require mitigation. The MBTA will use noise control  
25 measures to reduce noise emissions and potential impacts to

1 sensitive receptors where feasible.

2       And in terms of vibration, the construction vibration  
3 impacts may or would require mitigation. And the MBTA is  
4 committed to employ alternative construction methods to  
5 minimize the use of impact and vibratory equipment where  
6 feasible, and also to not perform those activities during  
7 environmentally sensitive times of the year.

8       As far as hazardous materials, the construction would  
9 involve the demolition of the Draw One Bridge and Signal  
10 Tower A building, excavation, ground disturbance and removal  
11 of these areas, and safe disposal of soil and river  
12 sediment.

13       The MBTA will conduct additional soil and groundwater  
14 sampling and hazardous materials investigations prior to any  
15 construction, and any potentially contaminated materials  
16 will be characterized as such and disposed of in accordance  
17 with applicable state and local -- federal regulations.

18       As far as any indirect effects, temporary workers may  
19 increase demand for services in the short term around the  
20 project area. And although this would be minor and  
21 therefore it would not require mitigation, it may also  
22 provide short-term benefits to surrounding businesses with  
23 the influx of construction workers.

24       In terms of cumulative effects, the project  
25 construction period would overlap with the construction of

1 other planned projects nearby, whether that's other planned  
2 MBTA projects or DCR's proposed South Bank Park.

3 So the MBTA will coordinate construction activities to  
4 ensure that there are no interruptions or significant  
5 impacts to commuter rail or Amtrak service, and also to  
6 minimize any effects of construction and ensure the safe  
7 operations of the future South Bank Park site.

8 So those are the impacts that we've identified and how  
9 we intend to commit to the public to mitigate and also  
10 minimize those impacts. We are now getting to our public  
11 comments here. I'm going to reintroduce Ashley, and she  
12 will be moderating the comment period.

13 Ashley?

14 ASHLEY ARMAND: Thank you, Karl.

15 After learning about this project, everyone, we'd love  
16 to hear from all of you. The public comment period is now  
17 open, and we ask that you share your comment either verbally  
18 or in written form. You can do this by using the Chat  
19 feature at the bottom of your screen and we'll alternate  
20 between reading submitted comments, and then recognizing  
21 those who would like to speak verbally.

22 So we ask that you are as brief as possible so that we  
23 can allow as many people to participate. If you'd like to  
24 speak verbally, we ask that you use the "Raise hand" button  
25 and if you're on the phone, you can press \*9. Attendees who

1 speak any additional language that's present here you can  
2 raise your hand for the interpreters to hear and then repeat  
3 your comment back to us.

4 When you're recognized, you'll be unmuted to speak, and  
5 then your hand will be lowered afterwards.

6 Before opening up the floor to the public, though, we'd  
7 like to invite any elected officials or their staff to ask  
8 any questions or comments, and we ask that you also use the  
9 "Raise hand" feature for that as well, so be on the lookout  
10 for that before we get started.

11 I also want to note that by participating in this  
12 hearing tonight, you're granting permission to have your  
13 name, your voice and your overall likeness in essence be  
14 recorded. The full transcript of this hearing will be  
15 available on our website after this meeting is over.

16 I'm now just going to check to see if there are any  
17 elected officials or their staff that would like to  
18 communicate with us. And then if not, we'd open it up to  
19 the general public.

20 Going once, twice. Okay. Great.

21 We'll get the first comment now. The raised hand that  
22 we see here is from Dan Jaffe.

23 Dan? You'll be asked to be unmuted for your comment.

24 DANIEL JAFFE: There we go. Okay. Three basic  
25 questions: The bridge design in your presentation doesn't

1 look all that great. It needs a little more work. It's a  
2 visible feature from a lot of directions, so besides, you  
3 know, if it's concrete, it needs to have some texture to it.  
4 It's too bland.

5 The walkway on the south side appears to be no longer  
6 present. Is that correct?

7 And then the last one is Millers Creek flood protection  
8 for the MBTA Orange Line. Ideally since you're right there,  
9 building necessary infrastructure to support a levy gate at  
10 the mouth of the creek area there would benefit your  
11 protection that you need for flood protection of the tunnel  
12 works going into Charlestown and the Orange Line.

13 ASHLEY ARMAND: Thank you for that, Dan. That's well  
14 received.

15 We're moving on to Andy Reker.

16 Hi, Andy? We'll ask to be unmuted now. One second.

17 DANIEL JAFFE: Oh, no response? No response to my  
18 points?

19 ASHLEY ARMAND: Dan, at this time, because this is set  
20 up as a public hearing, we will be receiving all of the  
21 comments, and then we will be providing the response after  
22 the meeting. So please note that it is well received, and  
23 we'll be providing the response after the meeting.

24 DANIEL JAFFE: Okay. That's all right. I just didn't  
25 understand your differences.

1           ASHLEY ARMAND: Oh, no problem. This is a hearing, so  
2 we're taking in all your comments. Do not worry about that.  
3 It's well received. And we'll be sending you a response  
4 afterwards.

5           DANIEL JAFFE: Oh, okay.

6           ASHLEY ARMAND: No problem. Thank you. Nice to see  
7 you again, Dan.

8           Andy?

9           ANDREW REKER: Thank you. Hopefully you can hear me  
10 now. I see that. Great.

11           So good evening, and Happy New Year 2025. My name is  
12 Andy Reker, and I'm the Transit Program Manager for the City  
13 of Cambridge and the Community Development Department.

14           We did have a chance to review the Draft EA, and we  
15 will be officially writing some -- providing some written  
16 comments by the comment deadline on Monday.

17           Tonight, though, I do have some comments from the City  
18 that I'd like to enter into the record of tonight's hearing.  
19 And first off, the City is generally supportive of the  
20 MBTA's efforts to modernize and bring in to a state of good  
21 repair the railroad system that we have here in  
22 Massachusetts. And we are very supportive of the federal  
23 government investing in this critical railroad project.

24           At the same time, and I think this should not be a  
25 surprise to anybody on the Project Team, we are still

1 disappointed that the pedestrian/bicycle connection has been  
2 removed from the Draw One Bridge Program.

3 Just as a quick reminder, we think that the upstream  
4 Draw One, the upstream pedestrian/bicycle connection is  
5 critical to providing a safe, reliable, and more convenient  
6 transportation option for folks looking to cross the Charles  
7 River on foot or by bicycle to and from North Station in  
8 Boston and the North Point neighborhood in Cambridge.

9 On the Cambridge side of this project, the Cambridge  
10 Crossing development is well underway, which will create a  
11 brand new neighborhood. And when complete, there will be  
12 2.1 million square feet of new commercial space and 2.4  
13 million square feet of new residential space.

14 We believe that this new development, this new  
15 neighborhood, has the potential to be one where a large  
16 percentage of trips can be made by walking, biking, and  
17 taking transit if there's conveniently connected  
18 infrastructure to nearby destinations such as North Station  
19 and the area around it.

20 The upstream pedestrian and bicycle bridge is also one  
21 of the state mitigation commitments from the Central Artery  
22 Tunnel Project, as noted within the Executive Summary of the  
23 DCR Charles River New Basin Resource Management Plan.

24 We are hopeful, though, that the Commonwealth will  
25 fulfill its commitments to build this upstream, cross-river

1 pedestrian and bicycle bridge, given through the Central  
2 Artery Tunnel Project, and we hope we can work with our  
3 state partners on that.

4 I would like to thank MBTA staff for hosting tonight's  
5 virtual public hearing and listening to the comments  
6 tonight. Thank you very much.

7 ASHLEY ARMAND: Thank you, Andy. Your comments are  
8 well received, and we're looking forward to the additional  
9 comments that you will be sending in as well.

10 I'd also like to clarify for everyone that this is a  
11 public hearing. A public hearing is a formal meeting that  
12 allows members of the community to learn about the Project  
13 Proposal or any issue that we are bringing forward to you.  
14 It serves as a structural platform for the public to express  
15 their opinions and concerns and suggestions. The sole  
16 purpose is to gather your comment; it's not intended for an  
17 additional discussion.

18 But rest assured that we'll be sending you responses  
19 back to your comments or questions after the meeting, and  
20 it's really designed to provide you with an opportunity to  
21 share your perspective on the project and any comments that  
22 you have; whether it's verbal or written at this time.

23 or written at this time.

24 I'll now move over to Anne McKinnon. I'm going to ask  
25 to unmute now.



1 ANNE MCKINNON: Okay, hi. I would, in the spirit of  
2 learning about the project, I'd like to learn who is the  
3 consultant team. Who's the designer and who's person in  
4 charge of the environmental work? Thank you.

5 [Pause]

6 ASHLEY ARMAND: Karl, will we be able to answer that,  
7 or will we defer back to the end of the meeting?

8 KARL ECKSTROM: A consultant team is identified within  
9 the EA Document, STD, and is our partner on the Design side.  
10 And the environmental permitting has been done under the  
11 coordination of our environmental -- MBTA's Environmental  
12 Department, and Tess Paganelli is on the call tonight, and  
13 she has been involved with that effort.

14 ASHLEY ARMAND: Thank you, Karl.

15 Jen?

16 JEN ROWE: Good evening, everyone. My name is Jen Rowe,  
17 I'm a Regional Planner with the City of Boston. And kind of  
18 echoing my colleague Andy from Cambridge's remarks, we  
19 deeply appreciate the MBTA's work on this Bridge Replacement  
20 Project and acknowledge both the criticality of the Draw to  
21 North Side Commuter Rail and the urgency of bringing it to a  
22 state of good repair.

23 We do not wish to introduce any delay to the project.  
24 However, we do remain concerned about the fate of the  
25 upstream bicycle and pedestrian crossing that was previously

1 dropped from the scope.

2 This crossing would bridge a significant gap in the  
3 regional bicycle and pedestrian networks between North  
4 Station and Boston and North Point and Cambridge. It would  
5 be available also to the tens of thousands of MBTA  
6 passengers who use North Station every weekday, among other  
7 potential users.

8 It's been a longstanding commitment of the state's as  
9 part of Central Artery mitigation, just as described in the  
10 1996 New Charles River Basin Master Plan.

11 The bicycle/pedestrian crossing was included in the  
12 design RFP that the MBTA had released in 2019 and in  
13 subsequent applications of federal funding, and we fully  
14 support the federal investment in this bridge.

15 We did discover that the crossing was no longer  
16 included in the project last spring, and since then we've  
17 been urging the relevant state agencies to share a clear  
18 plan for how it will be designed and constructed and by  
19 whom.

20 Past alternatives studied over the years for this  
21 crossing have proven infeasible, and we haven't yet heard a  
22 definitive regulatory or engineering constraint that would  
23 preclude the bike/ped crossing attached or on the same  
24 footings as the rail bridge.

25 So for all those reasons, we respectfully request that

1 the MBTA and relevant state agencies commit to advancing the  
2 design and construction of an upstream bicycle/pedestrian  
3 crossing, regardless of whether that crossing is formally  
4 included as environmental mitigation for this Bridge  
5 Replacement Project.

6 This crossing would replace the existing public  
7 sidewalks along the east and west sides of the existing  
8 trestles.

9 The Draft Environmental Assessment appropriately cites  
10 the removal of those as a potential impact. The western  
11 sidewalk in particular does offer benches, recreational  
12 fishing opportunities, excellent views of the Charles, as  
13 well as opportunities to observe and photograph passing  
14 trains and boats. An upstream bicycle and pedestrian  
15 crossing would preserve that and improve public access to  
16 the amenity.

17 Additionally, we feel that a crossing would help  
18 mitigate disruptions to pedestrian walkways and bicycle  
19 paths that were also noted in the Environmental Assessment,  
20 including the very popular North Bank Bridge and well-  
21 traversed routes within North and South Bank Parks.

22 Environmental Assessment, including the very popular  
23 North Bank Bridge and well-traversed routes within North and  
24 South Bank Parks.

25 The crossing would offer longer term benefits across,

1 and that we feel like would compensate the walking and  
2 rolling public for those disruptions. Those benefits would  
3 then only compound when Boston's Rutherford Avenue Project  
4 completes the network of shared-use paths from North Station  
5 to the Northern Strand Trail, the Mystic River Greenway,  
6 providing separate routes not only to Cambridge and  
7 Somerville, but also Arlington, Medford, Everett, Malden,  
8 Revere, Saugus, and Lynn.

9 So with that, I'll close with appreciation to the MBTA  
10 and the staff on this call for the opportunity to express  
11 our support for this important rail Bridge Replacement  
12 Project, as well as our request for the state partnership in  
13 advancing the also important pedestrian and bicycle  
14 crossing.

15 Thank you very much. That will be it.

16 ASHLEY ARMAND: Thank you very much for your comments,  
17 Jen. Well received.

18 We don't have any more hands raised, and we don't have  
19 any comments in the Chat. Please make sure that your hands  
20 are raised so that we can make record of your comment. Or  
21 just write them down in the Chat and we look forward to  
22 taking note of them.

23 Thank you for everyone who's provided your comments  
24 already.

25 I'd like to note that if you do not have a comment at

1 this time, we will be here until the end of the meeting, the  
2 official time, for the full hour and 30 minutes. So if you  
3 do not have a comment now, wish to hop off the Zoom and come  
4 back with your comment, we will be here until the meeting  
5 ends to make note of any comments that people have.

6 You can also email us. We placed the email in the  
7 Chat. It's DrawOne@mbta.com. You can also look at the  
8 Draft EA on our website at mbta.com/Draw One as well.

9 And if you have any questions in between, you can email  
10 us. You can also contact us at this phone, which we'll  
11 provide you as well in the Chat.

12 I will note that there will be some silence, unless  
13 anyone has any comments or questions, as we'll be here the  
14 whole time.

15 I did see someone raise their hand and then drop their  
16 hand. So unfortunately, I did not see who you are, if you  
17 can raise your hand again.

18 Christopher Silva? I'm asking you to unmute now.

19 CHRISTOPHER SILVA: Yes, can you hear me?

20 ASHLEY ARMAND: Yes.

21 CHRISTOPHER SILVA: Yes. So I just wanted to reiterate  
22 some of the other comments others have made about the  
23 pedestrian bridge. You know, I believe that the pedestrian  
24 bridge is a vital component of this project, and I would  
25 encourage the Project Team to incorporate it or even just to

1 include the piers or foundation for that sort of thing so  
2 that it could be built later.

3         The other thing is that -- given that this project is  
4 touching the North Bank Pedestrian Bridge and physically  
5 moving it, the North Bank Pedestrian Bridge could serve as  
6 the approach ramp for the north side of the pedestrian  
7 bridge, so that it could get to grade.

8         So given that that project is disturbing that bridge  
9 anyway -- it's enclosing it -- I would like to suggest to  
10 the Project Team that the pedestrian crossing actually go  
11 into the North Bank Bridge on the north side and utilize it  
12 as an approach thing.

13         Other than that, I think that the project is great. I  
14 think that the disturbances make sense and are unavoidable  
15 and are worth it for the ultimate overall result of the  
16 project.

17         But North Station is -- North Station's access to the  
18 community needs work. And, you know, for Cambridge Crossing  
19 in particular, there is a substantial amount of  
20 backtracking. So, I have frequently ridden my bike all the  
21 way from Woburn and taken it back -- taken North Station  
22 back.

23         So getting across that bridge, you're either going  
24 across the Route 28 Bridge, which the bicycle facilities on  
25 that are very poor and Route 28, there was a cyclist

1 fatality a couple of years ago.

2 And then the Charles River Dam; crossing the Charles  
3 River Dam with a bicycle is always challenging. So there  
4 could be closures, the thing can open -- you know, so, and  
5 it's very congested. So I would just want to encourage the  
6 Project Team, like others have said, you know, that  
7 regionally, I think, there is support for making this  
8 pedestrian crossing.

9 When you're trying to do commutes by transit, those --  
10 the path from -- you know, you're not -- unless your job is  
11 actually at North Station, the path from the train station  
12 to your final destination, that last mile is crucial for  
13 determining whether you can actually make that commute at  
14 all.

15 So I just wanted to encourage you to take that into  
16 account. Thank you.

17 ASHLEY ARMAND: Thank you for that, Christopher. It's  
18 well noted.

19 Dan, your hand is raised again. I'm going to ask to  
20 unmute.

21 [Pause]

22 Dan, are you able to unmute okay?

23 DANIEL JAFFE: Yeah, I just I did. It flicks --  
24 flipped on me. I want to support Chris on his comments.

25 Yes, we need that pathway. That's the other side of

1 the bridge that I was concerned with.

2 But when you redo the path to the pedestrian walkway,  
3 there is a terrible intersection in the Paul Revere Park.  
4 You really -- if you were coming from Charlestown along the  
5 Millers Park -- Millers Creek Pathway, and you want to get  
6 across that point, you have to take a very sharp turn over a  
7 curb. You have to climb over the curb, actually, that's  
8 there. So it would be nice if that was rounded so it is  
9 possible to take all three turns without having to make hard  
10 turns.

11 So basically, curve it, versus cornering it into a -- I  
12 think it is like a 30-degree point. So it's very  
13 uncomfortable when you're walking. So that would be  
14 beneficial if you could do that.

15 And having those walkways.

16 Remember, this is a transit corridor, is it not? So it  
17 needs to have transit capabilities. And that is inclusive  
18 of bicycle and pedestrian. So that needs to be here. When  
19 I was part of the CANA Project, that was one of our biggest  
20 points for this walkway space. That was why it was put in  
21 to begin with. We need to get it back and better.

22 Please.

23 ASHLEY ARMAND: Thank you for that, Dan. That's well  
24 noted as well.

25 Okay. I do not see any more hands raised. Dan, is



1 this an old hand or a newer hand?

2 [Pause]

3 Okay. No comments or concerns.

4 We'll be here on the Chat until the meeting is over.

5 So there will be a silence, unless anyone has any other  
6 comments. So feel free to hop off, log back in if you have  
7 another comment, or you can email us at DrawOne@mbta.com or  
8 you can look at our Draft EA on our website and then submit  
9 your comments thereafter to our email. Or you can give us a  
10 call. I have also listed that phone number as well on the  
11 Chat.

12 [Pause]

13 Feel free to raise your hand if you'd like us to go  
14 over any content again, or just write it in the Chat and we  
15 will accommodate that.

16 [Pause]

17 Thank you everyone who is still here. If you have any  
18 comments, feel free to provide them to us. Again, if you  
19 would like any clarity on anything as well, please feel free  
20 to write it in the chat or raise your hand to unmute, and we  
21 will go back to that section, and Karl can provide any  
22 additional background or information you might need.

23 If you have comments, as there has been some time and  
24 silence to reflect, feel free to raise your hand, and we  
25 will get to you as well. The silence is good too, because

1 you get to reflect and see if there's anything else on your  
2 mind, and rest assured that it's well noted.

3 [Pause]

4 Thank you, Christine, for joining us. We appreciate  
5 that comment in the Chat.

6 [Pause]

7 For the folks that are left in the room, anything  
8 you're thinking about? Please, let us know. We'd love to  
9 hear your comments. Again, we are here to also go back on  
10 any information that we have. So feel free to write in the  
11 Chat, let us know if you have any questions about material  
12 that Karl can go over again or raise your hand, and we will  
13 get to that.

14 [Pause]

15 As a reminder, for more information about the project,  
16 including the Draft EA, you can visit our website, we'll put  
17 that in the Chat as well for you. And then, again, you can  
18 email us at DrawOne@mbta.com and we'll be able to answer any  
19 questions or comments you have there.

20 We'd like to note that this is not the only way you can  
21 be in touch about this project.

22 Tomorrow we'll have another meeting in person, and  
23 also, you can email us, you can call us, you can talk now.  
24 There's constant communication, and we really look forward  
25 to hearing your comments and they're well noted. I'll write

1 this information again in the Chat for you as well.

2 [Pause]

3 In person tomorrow for the Open House, if you have any  
4 community members that speak Bangla, Amharic, Chinese or  
5 Spanish, as well have that interpretation present as well in  
6 person. So please feel free to not only come, but bring  
7 your friends and community members as well, who would like  
8 to learn more about this project, but also share their  
9 comments and feedback with us as well.

10 [Pause]

11 So we have about 20 more minutes left of this meeting.  
12 Please feel free to provide your comment, as well as the  
13 alternatives that we've mentioned as well. I'd just like to  
14 let you know that we have 20 more minutes left.

15 [Pause]

16 All right, we're at 7:13, so we're ending at 7:30.  
17 Feel free to provide any comments that you have. You can  
18 raise your hand to provide your comment. You can also write  
19 it in the Chat.

20 And again, as I mentioned before, if you'd like us to  
21 provide any further clarification on any part of a larger  
22 presentation, feel free to raise your hand too or write it  
23 in the Chat, and Karl will definitely provide that for you.

24 We're here to be as responsive and inclusive and  
25 equitable as possible and to make sure that you're getting

1 the information you need. So don't hesitate to raise your  
2 hand or write that in the Chat.

3 [Pause]

4 Jen, are you still in the Chat? Jen Rowe?

5 [Pause]

6 Is Jen Rowe still here, from the City of Boston? Oh,  
7 yes, I'm asking you to unmute.

8 JEN ROWE: Yes. What's up?

9 ASHLEY ARMAND: Jen, we really appreciate your  
10 comments, and I was wondering if you could re-recite part of  
11 it again or just start from the beginning. I want to make  
12 sure that I'm accurately making note of everything that you  
13 shared with us.

14 JEN ROWE: Yeah. I can --

15 ASHLEY ARMAND: Okay.

16 JEN ROWE: -- read what we stated.

17 ASHLEY ARMAND: I just want to make sure that I noted  
18 it all correctly.

19 JEN ROWE: We also do intend to submit a written comment  
20 as well. So.

21 ASHLEY ARMAND: Okay.

22 JEN ROWE: Would that be preferable, or --

23 ASHLEY ARMAND: Both would be great.

24 JEN ROWE: Okay. Yeah.

25 ASHLEY ARMAND: I just also want the folks -- some

1 folks that are in the room to hear what you said again that  
2 weren't there presently.

3 JEN ROWE: Sure. So I think overall we wished to  
4 comment to appreciate the MBTA's work on the Bridge  
5 Replacement Project, kind of acknowledging the criticality  
6 to North Side Commuter Rail service and the urgency of  
7 bringing it to a state of good repair.

8 The City very much doesn't want to introduce any delay  
9 to the project. It's also -- we do remain concerned about  
10 the fate of the upstream bicycle/pedestrian crossing that  
11 was dropped from the scope of the project.

12 We spoke a little bit to the benefits of the pedestrian  
13 crossing and that it's -- benefits to -- in -- closing a  
14 pretty significant gap in the regional bicycle and  
15 pedestrian networks and connecting our station in Boston to  
16 the North Point Park in Cambridge. This connection, as has  
17 been noted by others, would be available to the MBTA's  
18 Commuter Rail passengers who use North Station and among  
19 many other potential users.

20 We spoke to the equipment of the states as part of the  
21 Central Artery mitigation to this crossing, and as it was  
22 described in the New Charles River Basin Master Plan in  
23 1995.

24 I shared a little bit about how the crossing had been  
25 included as part of the Project's scope, and it was in the

1 RFP that the T released in 2019.

2 And we'd also seen it in applications for federal  
3 funding as recently as last August, and that -- you know, we  
4 had -- we saw that the project was no longer for the -- the  
5 crossing was no longer part of the project this past spring.

6 We've urged the T and then relevant state agencies to  
7 try to share a plan for how it will be designed and  
8 constructed and by whom if it wasn't through this project  
9 and by the T.

10 Our understanding was that, you know, many -- not me  
11 personally, but colleagues of mine have experienced various  
12 iterations of alternatives to having the crossing be  
13 provided on the same kind of structure and footings as the  
14 North Station drawbridge, and those designs eventually  
15 didn't move forward; were found unfeasible. Then for that  
16 reason, we feel like the kind of likeliest way forward for  
17 this crossing is to be on the same footings.

18 So -- and we also haven't yet heard a really definitive  
19 regulatory or engineering constraint that would mean that  
20 the crossing could not be on the same footings as the rail  
21 bridge.

22 So for a lot of reasons, we are requesting that the T  
23 and other relevant state agencies like the MassDOT DCR kind  
24 of find -- working together and find a way to advance the  
25 design and construction of the crossing, whether that be

1 included as part of the environmental mitigation of this  
2 project or not.

3         And we feel like there is a connection to the impacts  
4 of this Bridge Replacement Project, and that there are  
5 existing public sidewalks on the east and west of the  
6 trestles, which was noted in the Environmental Assessment as  
7 a potential impact.

8         In particular the western sidewalk is one that we do  
9 see members of the public utilizing for fishing and for just  
10 watching passing trains and boats, and taking photos.  
11 Keeping -- having an upstream bicycle and pedestrian  
12 crossing in that similar area would replace that amenity,  
13 and also improve access, allowing folks from Cambridge to  
14 easily get there as well.

15         And then we also felt like the -- while the disruptions  
16 to the pedestrian walkways and bicycle paths described in  
17 the Environmental Assessment are temporary, there are  
18 impacts to the publics that bike and that walk, and that  
19 building this connection crossing over the Charles would go  
20 a long way -- you know, provide benefits to those same  
21 publics as well, and would kind of go -- will even go beyond  
22 in terms of when other projects that are being advanced,  
23 including our own Rutherford Avenue Project, it would really  
24 -- it would connect this crossing to other assets of the  
25 region, including the Northern Strand Trail and the Mystic

1 River Greenway.

2 And then yeah, I ended closing for -- again -- thanking  
3 the T and staff for hosting this space. We're particularly  
4 appreciative of you all holding it for the full hour and a  
5 half in case anyone joined late. It's -- and yeah, we do  
6 intend to write a comment as well.

7 ASHLEY ARMAND: Thank you for that, Jen. We really  
8 appreciated that comment. And I just wanted to make sure  
9 that we noted it accurately, and we have.

10 So thank you so much for your time, and we appreciate  
11 you joining us and providing that comment and also  
12 submitting it again. Thank you.

13 JEN ROWE: Of course.

14 ASHLEY ARMAND: Okay. So does anyone else have any  
15 comments that they would like to provide us or write it in  
16 the Chat, or anything that you need more clarity on?

17 [Pause]

18 As I mentioned, we're going to the full time, which  
19 means we'll be here until 7:30. So feel free to write it in  
20 the Chat, email us, call us, unmute yourselves, raise your  
21 hand and I'll unmute you or -- yeah, we're here for that.

22 [Pause]

23 KARL ECKSTROM: So Ashley, I'd like to just take a  
24 minute to say thank you to you and your team for hosting  
25 this meeting tonight and making it possible, both on the



1 virtual side and the preparations to get everybody aligned  
2 for that. So while we have a minute, I just wanted to say  
3 thank you to you and supporting the project in this way.

4 ASHLEY ARMAND: Thank you, Karl. That's so kind of  
5 way. And well received as well. Appreciate supporting this  
6 project. It's a vital project and it's important. And I've  
7 seen how much time has been taken to be poured into this  
8 project; all the expertise that's been poured into this  
9 project.

10 And I'm really looking forward to seeing how it  
11 benefits the community and how we can continue to learn from  
12 the public as well in informing the project. So thank you  
13 for that.

14 We're at 7:26, and so, that means we are a couple  
15 minutes to 7:30.

16 I'd like to wish you all a Happy New Year. It's 2025;  
17 we made it! I hope you have a prosperous, joyful, and  
18 abundant New Year filled with so many surprises that are  
19 well deserved for all of you and ways for you to continue to  
20 be joyous and curious and encouraged as we move into the  
21 year ahead.

22 And with that, feel free to write any comments in the  
23 Chat.

24 For more information, you can go on our website for the  
25 Draft EA.

1           For any media or press inquiries, you can go to our  
2 email at [mediarelations@mbta.com](mailto:mediarelations@mbta.com) and yep, we're nearing to  
3 the end. Thank you so much for joining us tonight.

4           And Robert wrote all of this in the Chat as well for  
5 you to have access too.

6           Thank you all again for joining us. We're couple  
7 minutes towards the end, but feel free to send us your  
8 comments via email as well.

9           I'd also like to take this time to thank our  
10 interpreters here tonight, Sarah and Matt who are our  
11 longtime ASL interpreters, thank you, as well as our  
12 Mandarin and Spanish-speaking interpreters. Thank you so  
13 much. We really appreciate you Enrica and Bill. It  
14 wouldn't be a meeting without you all, as well. Thank you.  
15 [Pause]

16           And with that, just as a reminder, we'll be back again  
17 tomorrow in person in Cambridge. So we'll see you all then.

18           Joe, can we go to that slide to where our meeting is  
19 going to be tomorrow, so that folks can have access to it?

20           So we'll be at the Cambridge Public Library, 45 Pearl  
21 Street in Cambridge. The meeting is open to everyone.

22           We'll see you tomorrow afternoon/evening between 4:00 and  
23 6:00, and it will be an open house style meeting, so it will  
24 be different than this meeting -- more engaging, more ways  
25 for us to discuss with each other, and we look forward to

1 seeing you there.

2 [Pause]

3 Okay. And with that, we're at meeting end. Thank you  
4 so much for joining us tonight, and we look forward to  
5 seeing you soon or being in touch with you in Chat.

6 Bye, everyone.

7 (Hearing adjourned.)

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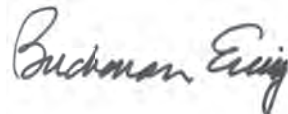
CERTIFICATE

Commonwealth of Massachusetts  
Middlesex, ss.

I, Buchanan Ewing, Notary Public in and for the  
Commonwealth of Massachusetts, do hereby certify that the  
above transcript is a true record, to the best of my  
ability, of the proceedings.

I further certify that I am neither related to nor  
employed by any of the parties in or counsel to this action,  
nor am I financially interested in the outcome of this  
action.

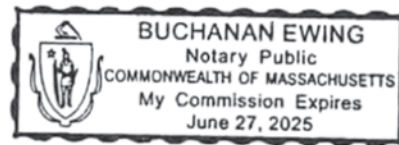
In witness whereof, I have hereunto set my hand this  
eight day of January 2025.



Notary Public

My commission expires:

June 27, 2025



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<b>Spanish-</b> 3:7	<b>Street</b> 4:19 11:14 47:21	<hr/> <b>T</b> <hr/>	27:6,9 29:4,6,7	<b>tomorrow</b> 4:15 4:21,23 39:22
<b>Spanish-spea...</b> 47:12	<b>structural</b> 29:14	<b>T</b> 43:1,6,9,22 45:3	30:4,14 33:15	40:3 47:17,19 47:22
<b>spans</b> 7:14	<b>structure</b> 16:8 43:13	<b>take</b> 4:17 36:15 37:6,9 45:23	33:16,23 36:16	<b>tonight</b> 2:5,9 3:6 5:14,17,17
<b>speak</b> 3:7 24:21 24:24 25:1,4 40:4	<b>structures</b> 7:23 7:24 16:14		36:17 37:23	25:12 27:17
<b>speaker</b> 2:9	<b>studied</b> 31:20		38:17 39:4	29:6 30:12
<b>speaking</b> 3:8,9			45:7,10,12,24	45:25 47:3,10 48:4
<b>spirit</b> 30:1			46:3,4,12 47:3	<b>tonight's</b> 2:4,7 4:14 5:1 27:18
<b>spoke</b> 42:12,20			47:6,9,11,12	29:4
			47:14 48:3	<b>tons</b> 22:19
			<b>thanking</b> 45:2	
			<b>that's</b> 3:4 4:16 9:11 14:19	

<b>top</b> 7:2	<b>true</b> 49:6	<b>updated</b> 21:15	<b>vital</b> 34:24 46:6	45:3,18,21
<b>topography</b> 15:12	<b>try</b> 43:7	<b>upstream</b> 16:14	<b>voice</b> 25:13	46:14 47:2,6
<b>total</b> 18:21 20:25	<b>trying</b> 36:9	28:3,4,20,25		48:3
<b>totaling</b> 18:20	<b>tunnel</b> 26:11	30:25 32:2,14	<b>W</b>	<b>we've</b> 11:22,23
19:8 21:11	28:22 29:2	42:10 44:11	<b>walk</b> 44:18	13:2 19:18
<b>touch</b> 8:21 39:21	<b>turn</b> 5:19 37:6	<b>upward</b> 3:17	<b>walking</b> 28:16	24:8 31:16
48:5	<b>turned</b> 11:22	<b>urged</b> 43:6	33:1 37:13	40:13 43:6
<b>touching</b> 35:4	<b>turns</b> 37:9,10	<b>urgency</b> 30:21	<b>walkway</b> 11:16	<b>website</b> 2:25 5:7
<b>Tours</b> 17:23	<b>twice</b> 25:20	42:6	17:4 19:11	6:15 25:15
<b>tower</b> 6:22,24	<b>two</b> 6:24,25 7:22	<b>urging</b> 31:17	26:5 37:2,20	34:8 38:8
7:12 8:1,2,2,3	13:2,16 18:19	<b>use</b> 3:23 12:3	<b>walkways</b> 19:6,6	39:16 46:24
8:3 10:6 12:13	19:7 21:7	13:1,16 14:18	32:18 37:15	<b>week</b> 21:11,23
12:18 14:6,22	<b>two-month</b>	15:7 16:23	44:16	<b>weekday</b> 31:6
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<b>tracks</b> 6:23 7:8	<b>ultimate</b> 35:15	31:6 42:18	41:11,17,25	<b>weekends</b> 21:19
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<b>traffic</b> 17:25	35:14	<b>utilize</b> 35:11	46:2	<b>welcome</b> 2:23
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<b>Trail</b> 33:5 44:25	14:16	<b>utilizing</b> 44:9	<b>watching</b> 44:10	<b>well-</b> 32:20
<b>trailer</b> 19:23	<b>uncomfortable</b>	<b>V</b>	<b>water</b> 8:17	<b>well-traversed</b>
<b>train</b> 36:11	37:13	<b>various</b> 43:11	<b>waterfront</b>	32:23
<b>trains</b> 32:14	<b>understand</b> 5:25	<b>vehicles</b> 22:4	20:19	<b>went</b> 6:6
44:10	20:21 26:25	<b>verbal</b> 29:22	<b>way</b> 35:21 39:20	<b>weren't</b> 42:2
<b>transcript</b> 25:14	<b>understanding</b>	<b>verbally</b> 24:17	43:16,24 44:20	<b>west</b> 13:8,19
49:6	14:14 15:4	24:21,24	46:3,5	32:7 44:5
<b>transit</b> 4:11 9:2	43:10	<b>version</b> 5:20	<b>ways</b> 46:19	<b>western</b> 32:10
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37:16,17	<b>underway</b> 28:10	<b>vertical</b> 7:23	24:15 25:6,18	<b>whereof</b> 49:12
<b>transportation</b>	<b>unfeasible</b> 43:15	<b>vibration</b> 23:2,2	39:8,20 43:2	<b>who's</b> 2:9 30:3,3
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<b>traversed</b> 32:21	<b>unmaintained</b>	<b>Video</b> 3:17,18	14:16 16:19,20	<b>wish</b> 30:23 34:3
<b>tree</b> 19:18	13:5	<b>viewing</b> 3:13	24:19 25:21	46:16
<b>trees</b> 20:2	<b>unmute</b> 29:25	<b>views</b> 15:8 32:12	26:16,23 27:3	<b>wished</b> 42:3
<b>trestles</b> 7:14	34:18 36:20,22	<b>virtual</b> 29:5 46:1	29:18 34:10,13	<b>witness</b> 49:12
13:19 15:6	38:20 41:7	<b>Virtually</b> 1:7	38:4 39:16,18	<b>Woburn</b> 35:21
32:8 44:6	45:20,21	<b>visible</b> 26:2	39:22 45:19	<b>wondering</b>
<b>trips</b> 28:16	<b>unmuted</b> 25:4	<b>visit</b> 2:25 6:15	47:16,17,20,22	41:10
<b>troubleshoot</b>	25:23 26:16	39:16	<b>we're</b> 2:6 3:2	<b>work</b> 5:24 26:1
3:24	<b>unnecessary</b>	<b>visual</b> 14:21	6:7 21:7 26:15	29:2 30:4,19
	22:3	20:16,18	27:2 29:8	35:18 42:4
			40:16,16,24	<b>worked</b> 13:12



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<b>worry</b> 27:2	9:24 10:5,20		<b>6</b>	
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<b>yeah</b> 36:23	<b>2023</b> 10:13			
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<b>you're</b> 24:25	<b>30</b> 34:2			
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Attachment 3  
Environmental Justice Open House  
Outreach Summary



## **MBTA Draw One Bridge Replacement Project Environmental Justice (EJ) Outreach Summary**

Project Open House (In-Person), January 3, 2025, 4:00 – 6:00 PM  
Cambridge Public Library, Central Square Branch  
45 Pearl Street, Lewis Room, 2nd Floor, Cambridge, MA 02139

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### **INTRODUCTION**

The MBTA Draw One Bridge Replacement project team hosted a Public Open House on January 3, 2024, targeting EJ populations identified in the Environmental Assessment (EA).

- Meeting was posted on MBTA.com on December 6, 2024, and notifications were sent by the MBTA on December 13, 2024 (see below).
- The Open House was also listed on the MBTA Events Page three weeks prior.
- In addition, details of the Open House were included in the January 2 Public Hearing slides and mentioned at the beginning and end of the hearing.
- Elected officials and agency leads from Boston, Cambridge, and Somerville were also notified of the Open House.

### **MEETING LOGISTICS**

A site visit was held at the library location on Monday, December 23 with Ruby Vail, Central Sq. Branch Manager ([rvail@cambridgema.gov](mailto:rvail@cambridgema.gov) - 617-349-4010).

- The Cambridge Public Library Central Square Branch building is about a block away from the Red Line, Central Square Station.
- A 42" high sandwich board sign was positioned on the sidewalk at the main entrance and the rear entrance had directional signage as well.
- The room is a 25 x 45 square box with one wall of windows and high ceilings (see attached pics).
- A continuous loop of the PowerPoint presentation from the January 2 virtual public meeting was projected onto a large roll-down screen during the entire meeting.
- Tables and chairs which we can arrange to accommodate meeting sign-in and for those wishing to be seated.
- 7 easels with 24" X 36" poster boards showing key project images and details were arranged for viewing and Q&A.
- The room is on the second floor but the building is ADA compliant with an elevator.
- In-person, certified translation and interpretation services were provided by:
  - Amharic: Aboma Dirbaba
  - Chinese: Fanny chan
  - Spanish: Karla Hanify
  - ASL: Matthew Kelley


- Paper comment forms (see attached) were provided which could be filled and returned at the meeting or dropped into the mail.

## ATTENDEES

Approximately 10 to 12 bicycle and pedestrian activist attended the meeting including representatives of the Boston Cyclists Union, Cambridge Bicycle Safety, and Boston Queers on Wheels. Representatives of MassDCR and Boston Transportation Department also signed in.

**Sign-in Sheet**  
**MBTA Draw One Bridge Replacement Project**  
**01/03/2024 From 4pm- 6pm**

Name	Phone	Email	Organization
Eden Wagner	732-715-6942	edenwagner42@gmail.com	Queers on Wheels
Brian Rose	(617) 674-2887	brianrose91@gmail.com	Tufts University
Glenn Geiler		ggeiler@mbta.com	MBTA
Mattias Rumlard		mihreullard@protonmail.com	Queers on Wheels
Zachary Yaro	202-642-6379	zmyaro@zayaro.com	Boston Cyclists Union, Cambridge Bicycle Safety, Tufts University
Janus Keating	417-3125538	jkeating@bike.usa	MBTA
Deyse Carvalhos Christie		dcarvalhocristie@mbta.com	MBTA
Jeremy Fontaine		jfontaine@mbta.com	MBTA
Cassandra Aranda	774-644-4091	arandacass@gmail.com	Boston Queers on Wheels
Colo. Rainey Slavica		c.rainey.slavica@gmail.com	
MAMUEL PIREI	617 699 4017	MAMUEL.PIREI@MA.GOV	DCR
Erika Silva	781-879-4405	eriks128@gmail.com	
Scott Kilcoyne			CBS
Robert Winters	617 661 9230	Robert@rwinters.com	CCJ
Charlotte Fuchman	617 635-2462	charlotte.fuchman@boston.gov	BTD

 **Massachusetts Bay Transportation Authority**

Comments Received

After a handful of informational conversations with individual attendees and MBTA officials, attendees formed a circle, and a detailed discussion was held regarding the need for a pedestrian/bike crossing of the Charles River. The discussion lasted approximately one hour.

MBTA representatives responding to concerns were:

- MBTA Assistant General Manager and Chief Engineer Sam Zhou.
- MBTA Draw One Program Manager Nick Choubah.
- MBTA Draw One Project Manager Karl Eckstrom.

The overwhelming topic of discussion centered on the absence of a specific plan for a pedestrian crossing of the Charles River either as a standalone project or as part of the MBTA Draw One Bridge Replacement Project.

The primary concerns raised by the community included:

1. Leading up to the Draw One Public Meeting in June 2024, the bicycle advocate community claims they were informed that the Bike/Ped crossing of the Charles River would be funded, designed, and constructed as a part of the Draw One Bridge Replacement project. The community felt this was an Environmental Commitment of the MBTA project and it was safe to assume the Bike/Ped crossing would happen.
2. The Bike/Ped community now feels the state and the MBTA are no longer committed to the Bike/Ped crossing because:
  - a. There is no definitive plan in place to complete the crossing.
  - b. There is no funding set aside for a Bike/Ped crossing.
  - c. They feel the Bike/Ped crossing will be more expensive as stand-alone project and this increases the risk that it will either be abandoned or take another 20 years or so to build.
3. They feel the state is in violation of its Environmental Commitment to construct the crossing which was made in 1990s as part of its environmental mitigation agreement in lieu of the approval for the Central Artery/Tunnel Project.
4. They feel pedestrian and bicycle demand for the crossing is astronomical and would increase getting commuters to use public transit.



# MBTA Public Engagement - Rider Feedback Form

Your input is invaluable to the MBTA, as we remain dedicated to delivering safe, dependable, and accessible transportation to the community. We encourage you to share your thoughts on MBTA services, as your experiences can contribute to our continuous improvement. The Public Engagement Team will relay your feedback to the relevant department. Alternatively, you can reach out to us via email at [publicengagement@mbta.com](mailto:publicengagement@mbta.com)

Name: Robert Winters  
Contact email: Robert@rwinters.com  
Contact phone: 617-661-9230


Sharing your contact information is optional. However, we would be delighted to provide you with extra information or follow up on your comment if necessary.

*Robert Winters*

Comment(s): I would like to explore the possibility of completing the Charles River Dam Walkway (behind the Museum of Science) as proposed in the 1993 study by Cham Krieger & Associates (Oct 1993) for the Metropolitan District Commission. This pedestrian connection coupled with the new Washington Street Bridge to Charlestown would, on balance, be a better "grand deal" than any 30-year old understanding of a pedestrian/bike connection on the Draw One RR bridge. Much has changed in 30 years and we need some new thinking. Rules have dated and possibly obsolete agreements.



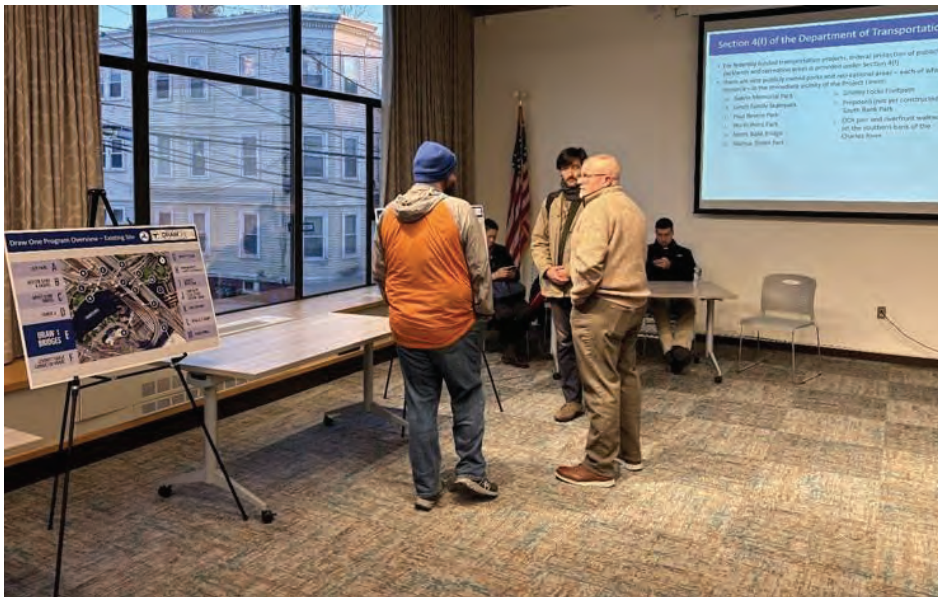
[mbta.com/publicengagement](http://mbta.com/publicengagement)

 Massachusetts Bay  
Transportation Authority

MBTA Printed Public Engagement Comment Sheet available at the January 3, 2025 Draw One Open House in Cambridge, MA.



**MBTA officials Nick Choubah and Sam Zhou listen and respond to community concerns (January 3, 2025 Draw One Project Open House).**



**MBTA Draw One Project Manager Karl Eckstrom listening and responding to community concerns (January 3, 2025 Draw One Open House).**



**Representatives of the bicycle advocacy community signing in at MBTA Draw One Open House in Cambridge, MA, January 3, 2025.**



**Sidewalk Signage: MBTA Draw One Open House in Cambridge, MA, January 3, 2025.**





**MBTA Sign-in table with printed materials (January 3, 2025 Draw One Project Open House, Cambridge MA).**

**###**

Attachment 4  
Written Comments on the Draft EA

**From:** Sky Rose <sky@skyqrose.com>  
**Sent:** Monday, December 9, 2024 10:24 AM  
**To:** DrawOne  
**Subject:** Draw One Public Comment

Hi, I have a comment about the Draw One project:

I'm a resident of East Cambridge, and the siren that goes off when the current bridge goes up or down is extremely loud. I can hear it from more than a mile away. I'm hoping the Draw One replacement project can find a way to satisfy the safety needs of the siren in a less disruptive way. Does it need to be so loud? Can it be played directionally, only towards the river when going down and only towards the tracks when going up? Assuming that the siren is rebuilt along with the bridge, this project gives a chance to reduce the level of noise in surrounding neighborhoods.

Also I'd love a pedestrian crossing there!

-Sky Rose, 02141

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**From:** Dan Discenza <dan@longlast.com>  
**Sent:** Tuesday, December 10, 2024 9:10 AM  
**To:** DrawOne  
**Subject:** Pedestrian bridge

Friends,

The Big Dig was planned to include a pedestrian bridge across the Charles near North Station. It was never built.

Have the planners for this project considered adding a pedestrian component?

Thanks,

Dan Discenza

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**City of Woburn, Massachusetts**  
**Planning Board**  
City Hall, 10 Common Street  
Woburn, MA 01801

John Cashell  
Planning Director

Karen Smith  
Assistant Planner

Phone: 781-897-5817

December 20, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

**RE: Draw One Bridge Replacement Project (Bridge No. B-16-479)**

To whom it may concern:

The City of Woburn offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,

*John M. Cashell, Sr.*

John M. Cashell, Sr.  
Planning Director  
Designee Member MBTA Advisory Committee

**From:** michael serino <michaelserino@yahoo.com>  
**Sent:** Friday, December 20, 2024 1:10 PM  
**To:** DrawOne  
**Subject:** NORTH STATION DRAWBRIDGE PROJECT

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116  
Via email: DrawOne@mbta.com

December 20, 2024

The Town of Saugus offers this letter of support to the Federal Transit Administration and the Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). Moreover, we urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

The \$472 million award will support the replacement of Drawbridge One, a 92-year old drawbridge that spans the Charles River, and provides access for all northern trains arriving at North Station in Boston. The lines include: Fitchburg, Haverhill, Lowell, Newburyport and Rockport MBTA Commuter Rails. Most importantly it will provide the residents of Saugus, who use the commuter line station in Lynn to travel into Boston, with a safe and efficient means of transportation.

On behalf of the residents of the commonwealth who depend on public transportation, I urge you to please award the funds to replace this antiquated drawbridge.

Respectfully,  
Michael J. Serino  
Selectman, Town of Saugus  
MBTA Advisory Board Representative, Town of Saugus

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**From:** Deignan, Bill <wdeignan@cambridgema.gov>  
**Sent:** Monday, December 23, 2024 3:39 PM  
**To:** DrawOne  
**Cc:** Butler, Peter (DOT); ebourassa mapc - Community Partners & Advocates  
**Subject:** RE: Draw One Draft Environmental Assessment - asking for extension on due date

Hello again,

The City of Cambridge withdraws its request for extending the deadline for the Draw One EA comment period. We will be sending a comment letter by the deadline of Jan. 6th on the project. Thank you.

---

**From:** Deignan, Bill  
**Sent:** Monday, December 23, 2024 1:43 PM  
**To:** DrawOne@MBTA.com  
**Cc:** Butler, Peter (FTA) <Peter.Butler@dot.gov>; Bourassa, Eric <EBourassa@mapc.org>  
**Subject:** Draw One Draft Environmental Assessment - asking for extension on due date

Hi-

Given the holidays and short time to review and comment on the Draw One draft EA, we would like to request an extension to the due date beyond Jan. 6<sup>th</sup>. Please let us know if this is possible. Thank you.

---

**Bill Deignan, Sen. Transportation Program  
Manager**



Cambridge Community Development Department  
344 Broadway, Cambridge, MA. 02139

[www.cambridgema.gov/CDD](http://www.cambridgema.gov/CDD)

617/349-4632

[wdeignan@cambridgema.gov](mailto:wdeignan@cambridgema.gov)

617/349-4633 FAX

M: 8:30-8:00 T-Th: 8:30-5:00 F: 8:30-Noon

617/349-4621 TTY

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**TOWN OF BELMONT**  
OFFICE OF THE SELECT BOARD  
455 CONCORD AVENUE  
BELMONT, MASSACHUSETTS 02478

[Selectboard@belmont-ma.gov](mailto:Selectboard@belmont-ma.gov)

455 CONCORD AVENUE  
BELMONT, MA 02478-2573  
PHONE (617) 993-2610  
FAX (617) 993-2611

**SELECT BOARD**

ELIZABETH DIONNE, Chair  
MATT TAYLOR, Vice-Chair  
ROY EPSTEIN, Member

**TOWN ADMINISTRATOR**

PATRICE GARVIN

**ASSISTANT TOWN ADMINISTRATOR**

JENNIFER HEWITT

December 23, 2024

Massachusetts Bay Transportation Authority  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116  
Via Email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

The Town of Belmont strongly supports the Draw One Bridge Replacement Project (Bridge No. B-16-479). We urge the US Department of Transportation Federal Transit Administration to release the \$427 million in funding awarded for this project through the Multimodal Project Discretionary Grant (MPDG) program.

This project is critical for Belmont, with two commuter rail stations, and the entire rail network served by North Station. The existing Drawbridge One (Draw One) is an obsolete, Depression-era drawbridge that spans the Charles River. It is the only access into Boston for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 trains cross Draw One each week. A new bridge is essential for providing efficient rail service for the more than 11 million passengers who ride these trains each year. A new bridge will also facilitate increased ridership to reduce car traffic and to provide other environmental benefits.

Please do everything possible for swift approval of the FY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

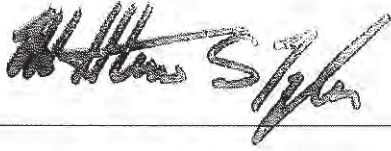
Sincerely,





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Elizabeth Dionne,  
Select Board, Chair



---

Matthew Taylor,  
Select Board, Vice-Chair



---

Roy Epstein,  
Select Board, Member



**BOSTON SAND & GRAVEL**

PO Box 9187  
100 N. Washington Street  
Boston, MA 02114  
617-227-9000 || BostonSand.com

December 24, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

On behalf of Boston Sand & Gravel, please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support the current design of the project, and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

As we noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, specifically the cities and towns served by the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport lines. More than 1,100 passenger trains traverse Draw 1 each week, which amounts to approximately 11,250,000 passengers per year. Replacing the current 92 year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community. In addition, the Draw Bridge One project includes significant critical infrastructure upgrades to the track and signal systems which will facilitate smoother and safer operations for the high volume of freight trains and the commuter rail to and from North Station which is vital to our business and economic regional needs.

We urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,

Dean M. Boylan  
President





BREANNA LUNGO-KOEHN  
MAYOR

# City of Medford

OFFICE OF THE MAYOR

City Hall - Room 202  
Medford, Massachusetts 02155  
Telephone (781) 393-2408

FAX: (781) 393-2514  
TDD: (781) 393-2516  
E-mail: [mayor@medford-ma.gov](mailto:mayor@medford-ma.gov)

December 24, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116  
Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

The City of Medford offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

Otherwise, existing Commuter Rail riders in Medford and all communities north of our City may choose to drive instead, further congesting our roadways. Having an operating and useful transit option lessens the burden on the regions already stressed roadway infrastructure. So, replacing this bridge is crucial for the communities north of Boston.

On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,



Mayor Lungo-Koehn

cc: Todd Blake, Director of Traffic & Transportation

December 30, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

**RE: In Support of MBTA's FFY 2025–2026 MPDG Program Application**

On behalf of the Greater Portland Council of Governments (GPCOG), please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support the current design of the project, and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

As GPCOG noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, and importantly to our service area in Maine, it is the terminus for the increasingly popular Amtrak Downeaster service. Replacing the current 92-year old bridge is essential to the efficient operation of the Downeaster, so timely replacement is essential.

We urge prompt approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Thank you for your consideration.

Sincerely,



Christopher Chop  
Transportation Director  
Greater Portland Council of Governments



**CITY of BEVERLY**  
**OFFICE of the MAYOR**  
*191 Cabot Street*  
*Beverly, Massachusetts 01915*  
*Phone (978) 921-6000*

**Mayor**

*Michael P. Cahill*

**Chief of Staff**

*Joscelyn Ruelle-Kersker*

**Executive Secretary**

*Martha Lewis*

December 30, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

To Whom It May Concern,

On behalf of the City of Beverly I offer this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). The people of Beverly strongly support the project's current design and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines terminal. More than 1,100 passenger trains traverse Draw One each week, approximately 11,250,000 passengers annually. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of our community of Beverly, home to four commuter rail stations along the Newburyport/Rockport line.

On behalf of our residents, I urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely Yours,

Michael P. Cahill  
Mayor

Jennifer M. Raitt  
Executive Director



Stephen Themelis  
Chair

## Northern Middlesex Council of Governments

A Multi-Disciplinary Regional Planning Agency Serving:

Billerica – Chelmsford – Dracut – Dunstable – Lowell – Pepperell – Tewksbury – Tyngsborough – Westford

December 30, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

On behalf of the Northern Middlesex Council of Governments (NMCOG), please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support the current design of the project, and urge the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

As NMCOG noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, specifically the cities and towns served by the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport lines. More than 1,100 passenger trains traverse Draw 1 each week, which amounts to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

We urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,

A handwritten signature in black ink, appearing to read "Kelly Lynema".

Kelly Lynema, AICP  
Deputy Director, NMCOG

December 30, 2024

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

On behalf of the Merrimack Valley Planning Commission (MVPC), please accept this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). We support and encourage the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

As MVPC noted in our previous letter of support for this discretionary grant, this \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, connecting the Cities of Boston and Cambridge at North Station. North Station is the terminal station for all MBTA Commuter Rail lines for communities north of Boston, specifically the cities and towns served by the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport lines. More than 1,100 passenger trains traverse Draw 1 each week, which amounts to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this region.

We urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,



Jerrard Whitten  
Executive Director



## CITY OF MELROSE

OFFICE OF THE MAYOR

JENNIFER GRIGORAITIS

*Mayor*

City Hall, 562 Main Street  
Melrose, Massachusetts 02176  
Telephone - (781) 979-4440

January 2, 2025

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116  
Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

To Whom It May Concern:

The City of Melrose offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

On behalf of our residents, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,

Mayor Jen Grigoraitis



# CITY OF PEABODY

24 LOWELL STREET  
PEABODY, MASSACHUSETTS 01960



P. 978-538-5700  
F. 978-538-5980

## OFFICE OF THE MAYOR EDWARD A. BETTENCOURT, JR.

January 2, 2025

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

To Whom it May Concern:

The City/Town of Peabody offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). Our community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Warmest regards,

Edward A. Bettencourt, Jr.  
Mayor, City of Peabody

TB/cr

**From:** Dan Jaffe <dh\_jaffe@me.com>  
**Sent:** Thursday, January 2, 2025 6:11 PM  
**To:** DrawOne  
**Subject:** Saving the signal tower buildings stone sign

I would hate to loose one of the few B&M artifacts we still have.

I'm sure we can find a home for it in Charlestown

Dan Jaffe

CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.

**From:** Gershon Gacs <gershongacs@gmail.com>  
**Sent:** Thursday, January 2, 2025 3:51 PM  
**To:** DrawOne  
**Subject:** Pedestrian Crossing

Will there be a way for pedestrians to cross the river? There used to be a way to walk from North Station to Charlestown crossing the river, but that walkway was closed last time I was there.

It would be useful if these greenways were better connected.

Thanks,  
Gershon

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

**From:** Sascha Hernandez <hernandez4596@gmail.com>  
**Sent:** Thursday, January 2, 2025 7:00 PM  
**To:** DrawOne  
**Subject:** Comment on Draw One project

Dear Draw One project team,  
I'm a resident of Woburn near the Winchester center commuter rail station and I work at the CambridgeSide Galleria next to Lechemere station. A pedestrian bridge at Draw One would encourage me to use public transit to reach my job (the green line is often unreliable) and enable me to cross the Charles more often for errands, going downtown after work, etc. Please reconsider the decision to remove pedestrian access from this project. The current alternatives for crossing the Charles on a bike or on foot are not convenient or safe.

Thanks,  
Sascha Hernandez

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

Town of Harvard  
13 Ayer Road  
Harvard, MA 01451

January 2, 2025

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116  
Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

The Town of Harvard offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project, and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant. The existing bridge is a rate limiting factor to rapid commuter rail transportation on the Fitchburg line, a key commuter rail supporting the Town of Harvard. The existing bridge is beyond its useful life and has insufficient tracks that delay existing service.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,

*Bruce Leicher*

Bruce A. Leicher  
MBTA Representative to the MBTA Advisory Board  
Town of Harvard



**TOWN OF CONCORD**  
**Office of the Select Board**  
Town House  
P.O. Box 535  
Concord, Massachusetts 01742  
Chair, Town of Concord Select Board

TEL: 978-318-3010

January 2, 2025

Massachusetts Bay Transportation Authority (MBTA)  
North Station Draw One Bridge Replacement Project Office  
10 Park Plaza  
Boston, MA 02116

Via email: [DrawOne@mbta.com](mailto:DrawOne@mbta.com)

The Town of Concord, Massachusetts offers this letter of support to the Federal Transit Administration and Massachusetts Bay Transportation Authority's National Environmental Policy Act (NEPA) Draft Environmental Assessment (EA) submission for the Draw One Bridge Replacement Project (Bridge No. B-16-479). This community supports the current design of the project and urges the United States Department of Transportation Federal Transit Administration to release the funds associated with the awarded grant.

This \$472 million award through the United States Department of Transportation's Multimodal Project Discretionary Grant (MPDG) opportunity will support the replacement of Drawbridge One (Draw One), a Depression-era drawbridge that spans the Charles River, and allows access for all northside trains into North Station in Boston. North Station is the terminal for the Fitchburg, Haverhill, Lowell, and Newburyport/Rockport MBTA Commuter Rail lines. More than 1,100 passenger trains traverse Draw One each week, amounting to approximately 11,250,000 passengers per year. Replacing the current 92-year-old bridge is essential to the efficient operation of northside commuter rail lines which serve the residents of this community.

On behalf of our citizens, we urge swift approval of the FFY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: North Station Renovation and Draw 1 Bridge Replacement Project Grant Award.

Sincerely,

*Mark Howell*

---

Mark Howell  
Town of Concord, Select Board, Clerk

MH/af

From: [Jake Hanson](#)  
To: [DrawOne](#)  
Subject: Completely unacceptable behavior.  
Date: Saturday, January 4, 2025 10:32:04 PM

---

Fix this pedestrian bridge business. Utterly insane to think you could just drop it without repercussions.

Think.

Best Regards,  
Jacob Hanson

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

From: [Max Meinhold](#)  
To: [DrawOne](#)  
Subject: Draw one pedestrian and bicycle access  
Date: Saturday, January 4, 2025 10:19:57 PM

---

Hello,

I'm writing after the meeting about the draw one bridge rehabilitation. I'm quite concerned around the lack of pedestrian and bicycle connections across the river in the draft environmental assessment. As I understand it, such a pedestrian connection has been in plans for the Charles River Basin since 1995, and is part of the state's obligations to offset the impacts of the big dig.

Today, North station represents a substantial barrier in bicycle and pedestrian connections along the waterfront. On the north bank, the north bank bridge carries access across the train tracks, but on the south bank, the paths terminate suddenly at North Station and the MBTA RoW. They do not resume on the other side of the station.

That there is no plan to fill this gap in the bicycle and pedestrian network is sharply disappointing. I'm a regular bike commuter, and bike or walk to most destinations, when I'm not taking the T. North Station and it's surroundings are not an area I like to route by. The existing paths across the river (the Dam Bridge, the locks, the North Washington St bridge) are poor, and the connections between them are lacking. This is a place where there's great opportunity to connect the esplanade paths and the Somerville community path through North Point park, to connect these networks of comfortable, well used paths.

I would also love for this to provide additional connections to north station, with bike and pedestrian wayfinding.

I'm very concerned that the response to public concern in this case will not include a concrete implementation plan for pedestrian access. As I noted, the 1995 New Charles River Basin Master Plan (and 2017 update) already included loose concepts of bike/ped access here. Given there's been no progress in 30 years, making no more substantial steps now would be disheartening.

Max Meinhold

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**



From: [Matthew](#)  
To: [DrawOne](#)  
Subject: Responsibility  
Date: Saturday, January 4, 2025 8:18:54 PM

---

I travel across the draw one bridge weekly. I travel to and from north station on foot often. It is the MBTA's responsibility to fulfill the promised pedestrian connection as part of mitigation for the big dig 20 years ago. This needs to be part of this design not some fantasy second phase. At North Station there are 14 vehicle lanes 4 train tracks crossing the Charles. For pedestrians the only option is a horribly inadequate and inaccessible lock crossing with very limited capacity.

Thank You,  
Matthew Lyon

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

From: [John McLachlan](#)  
To: [DrawOne](#)  
Subject: Draw 1 Draft EA public comment  
Date: Saturday, January 4, 2025 4:01:29 PM

---

Hi MBTA. I am writing to you about the Draft EA, as presented in the public hearing on Jan 2.

I agree with other comments that the bridge looks very boring, and very white. Can we do more to make this look like an interesting structure? But making a big white concrete mass doesn't exactly 'compliment' the Zakim. You can do better.

Can we save Tower A? It's historic to both railfans and Bostonians. Can it not be kept in tack at a museum or public space, or donated and 'moved' to an area museum? Knocking it down and throwing it away seems like an incredible loss to historic Boston.

And another comment about the pedestrian path - but perhaps more of a comment to the State than the MBTA. I understand the T didn't want a sidewalk on the bridge, and a bridge sidewalk won't fix the challenge of crossing the tracks on the south side of the Charles park system. A pedestrian bridge could come off the current North Point pedestrian bridge, cross the Charles at appropriate clearance height. And then, at railroad clearance height, cross the N Station throat and have pedestrian bridge access from both sides of the throat. Since the T will have equipment there and be disturbing the soil, we could at least get foundations for such a bridge in now, at lower cost, while completing such a bridge at a later point in time.

Thank you for your time.

- John McLachlan  
Boston, Massachusetts.

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

From: [Rosa Ruiz](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Please keep the multi-use path and bridge in the Draw One project  
Date: Sunday, January 5, 2025 11:52:12 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to ask for an accessible pedestrian and bicycle path to be included in the North Station Draw One project. I bike everywhere and a bridge there would help with connections from the community path to North Station, and would be safer and separate from cars (I know the Museum of Science bridge scares some cyclists, especially new ones).

Thank you for the work you do to make transportation in Massachusetts safer and better for everyone!

Best,  
Rosa

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

From: [Sam Ratliff](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 11:24:55 PM

---

Dear Governor Healy, MBTA General Manager Eng, and DCR Commissioner Arrigo,

I request that you include a safe, accessible pedestrian and bike path on the Draw One bridge. I often walk or bike from Cambridge to the North End and would appreciate a safe alternative to crossing the locks. In my experience, the locks are not a well-known or intuitive path for people to take, which dissuades walking and cycling between Charlestown and Boston.

This path was promised as a mitigation for the Big Dig and will allow more people to safely get around Boston without using a car, whether they walk, ride transit, or use a wheelchair. Please follow through on this project to make our cities safer and more livable.

Thank you,

Sam Ratliff

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

From: [Terianne Hall](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Please Include the Multi-Use Path in the Draw One Project!  
Date: Sunday, January 5, 2025 11:14:19 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

My partner bikes from Prospect Hill in Somerville to his job in Government Center every day, weather permitting. The North Washington St bridge is unsafe for bikes and pedestrians, especially at night — I also used to take this route, and have had serious near misses.

I am writing to beg you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. Please follow through on existing commitments. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Terianne Hall

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

**From:** [Charlie Homer](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 11:08:43 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

I ride frequently from Brookline to Charlestown as well as from the Seaport, around the North End and then again to Brookline or Cambridge. The path over the Charles River locks is narrow and difficult. We need a better means to cross over.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Charles Homer

Town Meeting Member, Brookline Precinct 8

76 Green St, Brookline, MA 02446

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From: [Rachel Sussman](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Please include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 11:06:18 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Rachel

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From: [Niels Vanderloo](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Please Read: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 11:00:34 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

We need to rely on cars less to meet our climate goals!!

Sincerely,  
Niels Vanderloo

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**From:** [Lakshay Sood](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 11:00:18 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, marginalized users with disabilities, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Lakshay Sood

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

From: [Haley Higginbotham](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:59:36 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Haley Higginbotham

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From: [Erin Kane](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the multi-use path in the draw one project  
Date: Sunday, January 5, 2025 10:59:26 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

As a Cambridge resident who regularly commutes and from Boston via North Station, and increasingly relies on bikes to get around town, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. I would make great use of this path; it would make my commute and travel in and out of Boston proper much easier and safer. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Erin Kane

(603)361-5748

240 Sidney St, #315

Cambridge MA 02139

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**From:** [Outterson, Kevin](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:53:56 PM

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I commute by bike from Somerville to Boston University every day. Last week, I visited RMV in Haymarket (no bike racks in sight!!) and biked to the new green line trail to get home. We really need the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thanks for listening - Kevin Outterson

---

Austin B Fletcher Professor of Law, Boston University

Executive Director & PI, [CARB-X](#)

Academic papers at [Google Scholar](#)

@koutterson

+1 617-935-6517

This email message (including attachments) is confidential (contains trade secrets and/or commercial information). If you have received this message in error, please delete it immediately and reply to the sender that you received the message in error.

*I understand that my working hours may not be your working hours. Please respond in your own time.*

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**From:** [Ert Dredge](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Please Include a multiuse path in the Draw One project  
**Date:** Sunday, January 5, 2025 10:49:59 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo,

I'm writing to ask you to add a safe and easy-to-use pedestrian and bicycle path to the North Station Draw One project. On my daily commute from Boston to Somerville I bicycle through Bulfinch Triangle toward Cambridge Crossing, which takes me along Nashua Street, choked with cars eager to get to Storrow or I-93, and then along Charles River Dam Road past the site of Meng Jin's bicycling death. This long-awaited path would allow all of us in the area to get from North Station to North Point Park quickly and safely without navigating and sharing the air with the vehicles of some of the most traffic-choked parts of Boston rush hour, instead paralleling a train right-of-way as we now can do along the incredibly successful Somerville Community Path extension.

Thank you all for your continued leadership, and for making transportation in Massachusetts safer and more sustainable.

Yours,  
- Ert Dredge  
Somerville, MA

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From: [Amy Shen](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:48:56 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Amy

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**From:** [Startmail](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:48:27 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Rashmi Dayalu

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From: [Katerina Soltan](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:46:02 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

The existing routes to cross the river from North Station are not very friendly for non-car users, both in safety and convenience. An off-street alternative would be welcome by both walkers and bikers, and make commuting without a car much easier and safer.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Katerina Soltan

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From: [Matt Tong](#)  
To: [DrawOne](#)  
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!  
Date: Sunday, January 5, 2025 10:42:43 PM

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Dear Governor Maura Healey, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrigo, and MassDOT Secretary Monica Tibbits-Nutt,  
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No, B-16-479). I'm writing to request that the Draw One project reinstate the pedestrian and bicycle crossing -- long-promised with this project as air quality mitigation for the Central Artery Project (the Big Dig). At least one agency here should commit to the design and build of this ped/bike link as part of the Draw One project.

Just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. We need a safe, direct ped/bike link from the paths to North Station.

A user-friendly ped/bike connection built with Draw One bridge will be an economic boon locally and regionally. The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.

Thank you!

Dr. Matthew Tong  
10 Desmond Rd, Malden, MA 02148

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**From:** [Mark Rifkin](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Please include an off-street path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:42:32 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project.

I understand there are administrative challenges with including this path in the project. Please work to solve these challenges rather than omitting this long-promised component. If it's necessary to separate the projects, then please advance the pedestrian bridge project in tandem with the Draw One bridge — especially given the planned North Bank bridge closures. It would provide an absolutely vital connection for people walking, biking and rolling, in an area where vehicle connections are plentiful but sidewalks and especially bike lanes are extremely subpar.

I would extensively utilize this link to access N Station and downtown from Cambridge. Going over the locks on a bike is very inconvenient, and I do not find the vehicle bridges in that area comfortable or safe at all — and I'm a fairly confident young bicyclist. We need walking and biking links that are safe for all ages and abilities — like the Draw One bridge.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Mark Rifkin

Cambridge

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**From:** [Joseph Rose](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include multi use path in Draw One Project  
**Date:** Sunday, January 5, 2025 10:42:20 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Joe Rose

Cambridge,MA

[Sent from Yahoo Mail for iPhone](#)

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**From:** [Jessie Lan](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:41:00 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

I live in Cambridge and crave safer, convenient connection to the North End and North Station so I can bike or jog straight there as an additional option instead of only relying on the MBTA or using the existing paths via the Craigie or North Washington St. bridges, which can feel unsafe/uncomfortable.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Best,  
Jessie

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**From:** [Sarah Messenger](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the multi/use path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:38:23 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Sarah Messenger

Cambridge,MA

Sarah Messenger

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From: [Mark Chase](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Please complete Charles River Crossing  
Date: Sunday, January 5, 2025 10:36:48 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Mark Chase  
13 Belmont Street  
Somerville, Ma  
02143

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From: [Samuel Rabinowitz](#)  
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:35:41 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo,

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and it will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike. You can read more about the long-promised history of the multi-use path here: <https://mass.streetsblog.org/2024/06/05/will-a-new-rail-bridge-across-the-charles-include-a-long-promised-walkway-to-north-station>

As a resident of the West End myself for almost 4 years, I personally ride all of the paths around the Charles in this vicinity, and I know that mobility and safety would be greatly improved by creating this path.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Samuel Rabinowitz

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From: [Thomas Hentschel](#)  
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:35:19 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path will improve safety, accessibility, and connections for bike commuters like myself, residents, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Thomas Hentschel

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**From:** [Ken Carlson](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Absolute need for bike-ped infrastructure on Draw One Bridge  
**Date:** Sunday, January 5, 2025 10:34:16 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

It's hard to believe we are at this point in Boston transportation history where we still have to fight for long-promised bike-ped accommodations stemming from the Big Dig. Please do the right thing for the citizens of Massachusetts and include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This critical bicycle-pedestrian infrastructure is absolutely essential for ensuring safety, accessibility, and connectivity for Massachusetts residents and commuters and for people visiting Boston. This is especially true in light of the State's failure to build the South Bank Bridge, the complement to the existing North Bank Bridge Project. The lack of the South Bank Bridge Project makes bike-ped infrastructure on the Draw One Bridge even more vital to link TD Garden and North Station to North Point and Paul Revere Park and the Charles River bike-ped paths. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and I hope that you choose to do the right thing for the citizens you represent in our great state.

Sincerely,  
Ken Carlson, Cambridge, MA

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**From:** [Paul Kafasis](#)  
**To:** [DrawOne](#)  
**Cc:** [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)  
**Subject:** We need better pedestrian connections around North Station  
**Date:** Sunday, January 5, 2025 10:33:24 PM

---

To Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

We badly need better pedestrian and cycling connections around North Station. As you likely know, the North Bank Bridge has been a tremendous boon to connectivity in the area. The lack of a similar bridge on the south side of the river is a glaring oversight. The situation can be improved greatly while work is done on the Draw One project.

A safe and accessible path is long overdue, and was promised decades ago as mitigation for the Big Dig. The best time to build this was years ago, but the second best time is today. Don't miss this opportunity to create a complete, off-street crossing that benefits transit users and the transit system, by making it more accessible.

I hope you'll take the lead on this, to make the area better.

Sincerely,  
Paul Kafasis  
536 Commercial Street  
Boston, MA 02109

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From: [Avery Louie](#)  
To: [Mass Parks \(DCR\)](#); [DrawOne](#); [Constituent Services \(GOV\)](#)  
Subject: Draw one project  
Date: Sunday, January 5, 2025 10:31:42 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I often bike there and a bike path would make my commute a lot more accessible - I wouldn't need to get off my bike and carry it up pedestrian stairs, and then ride across sidewalks.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

--Avery from Somerville

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From: [Gideon Klionsky](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Draw One  
Date: Sunday, January 5, 2025 10:30:46 PM

---

It is unfathomable that the Commonwealth and the MBTA would rebuild the bridge to North Station without including a bike and pedestrian component, as required decades ago as one of the Big Dig mitigation items.

Gideon Klionsky  
Somerville

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**From:** [David Leitman](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:29:32 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
David Leitman

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From: [Ari Epstein](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Draw One project: Please include multi-use path  
Date: Sunday, January 5, 2025 10:28:49 PM

---

To whom it may concern:

As the North Station Draw One project gets closer to exciting reality, I am writing to ask that you please include the planned multi-use path (linking North Point Park and North Station) in the project, as was promised as part of mitigation for the Big Dig.

The planned multi-use path will increase accessibility of the crossing for our most vulnerable citizens, and it will enhance use of commuter rail and other transit services by making the "last mile" easier and more pleasant for commuters. It would also complement the other important steps Boston and Cambridge are taking to enhance the safety and ease of use of bicycles and pedestrian walkways, while not adversely affecting automobile traffic.

Thank you for all you do to serve the people of the Commonwealth.

With best regards for a happy and healthy new year,

Ari Epstein

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**From:** [David Kroop](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Subject: Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:26:37 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

David Kroop

Brookline, MA

--

David Kroop  
27 Osborne Road  
Brookline, MA 02446  
(617) 869 - 7139

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From: [Rob King](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:23:18 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Robert King

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**From:** [Marit Wettstein](#)  
**To:** [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)  
**Subject:** Draw One Pedestrian Path  
**Date:** Sunday, January 5, 2025 10:21:27 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. As a frequent user of the Gridley locks, a true pedestrian bridge would be a huge change. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Marit Wettstein

--

Marit R Wettstein DVM  
Cornell University College of Veterinary Medicine

mrw289@cornell.edu  
rohrerwettstein@gmail.com  
(507)398-6830

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From: [Zachary Yaro](#)  
To: [DrawOne](#)  
Subject: Restore The North Station Draw One Plan Pedestrian/Micromobility Walkway  
Date: Sunday, January 5, 2025 10:21:05 PM

---

To the MBTA Draw One Bridge Replacement team,

I again urge you to keep the past promise to add a pedestrian walkway across the Charles River to North Station as part of the Draw One Bridge Replacement project. That legal contractual commitment made during the Big Dig would complete the vital connection from North Station to the network of multi-use paths across the river (including the Minuteman Bikeway, Cambridge-Watertown Greenway, Alewife Linear Park Path, and Somerville + Cambridge Crossing Community Path). Right now, there isn't any reasonable direct or off-street option for micromobility commuting across the river from North Station.

As I understand it, the team received a few hundred emails after announcing the pedestrian walkway had been cut from the project last year, and just about all the comments at the first meeting about it last year insisted that promise be kept, so it was incredibly disappointing to see the presentation and open house this past week still have no proactive acknowledgement of its removal from the previous plans or any stated plan to ensure that promised connection gets built either as part of this project or immediately alongside it. It was additionally frustrating to hear team members claim they were unaware of the state's contractual commitment to build the pedestrian connection, seemingly opening the project to a lawsuit like when the Green Line Extension project attempted to cut the promised pedestrian path.

It further hurt my trust—and the trust of the other attendees I spoke with—to hear the inconsistent and weak excuses for cutting the path given by Draw One team members at the open house. They listed safety concerns and inconveniences with a path over a bridge that opens, but the nearest pedestrian connections to North Station over the river are currently the locks and the Museum Of Science bridge, both of which open as well. And of course myriad other drawbridges in the area are able to be accessible to pedestrians. Some members of the Draw One team suggested an adjacent stationary bridge would be the best solution to those issues, but they made clear there was no plan for how that might be done, whether by the MBTA or passed off to another agency. They also made it fairly clear the overall cost to the state and wait time for that pedestrian connection would be greater if it had to be an entirely separate project rather than planned as a phase of the Draw One construction. On the whole, they gave the strong impression the Draw One team and MBTA believe keeping the past promise to build that pedestrian connection to North Station as part of the Draw One Bridge Replacement project should be anyone's responsibility but theirs.

I urge you to keep the past promise and commitment to build the pedestrian connection across the Charles River to North Station as part of this project, whether it is attached to the drawbridge or adjacent. Keeping it part of this project would be the most time- and cost-effective way to get that connection built and avoid a lawsuit like happened with the GLX. It seems there are enough other instances of safe, accessible pedestrian paths along railways and over drawbridges that it could be done here. And if there is absolutely no feasible way it could be done with this project, the Draw One team must be absolutely clear which team/agency is taking responsibility for getting the connection built, and on what timeline.

Sincerely,

Zachary Yaro

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From: [Adam Dingens](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Please Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:17:57 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Adam Dingens

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**From:** [Katie Oconnor](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:16:54 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

I live in Cambridge and work in Charlestown close to Sullivan Square. I take the bike and pedestrian bridge from North Point over to Charlestown on my commute to the office because there is no other decent way to get through (the Gilmore bridge is incredibly scary - done that, and Washington St from Somerville isn't much better). Whenever I have a meeting or appointment downtown I take a car - the bridge construction, the narrow winding path at the locks, and the distance needed to get over to the MOS crossing (where a cyclist was killed not too long ago) take biking out of the picture. This is ridiculous and time consuming for such a short distance. This multi-use path would change all of that and intentionally include cyclists while promoting cleaner means of transport into the city without making folks battle cars on the road.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Katie (Catherine) O'Connor

Parent and Cargo bike rider, Cambridge resident, Charlestown employee, fan of improved connectivity to Boston and former Bluebikes/Hubway General Manager for Motivate

Sent from my iPhone

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From: [Erica Yuen](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: DrawOne Project: Pedestrian + Bike Lane Support  
Date: Sunday, January 5, 2025 10:16:33 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to support the expansion of protected bike lanes in Cambridge / Boston, particularly the critical connection between North Point Park and North Station. The current routes via the Craigie or North Washington Street bridges are unsafe and uncomfortable for cyclists and pedestrians alike.

As someone who bikes in Cambridge and Boston, I've experienced firsthand how protected bike infrastructure makes a tremendous difference in safety and accessibility. The existing crossing at the locks is particularly problematic - it's narrow, bumpy, and poses significant challenges for wheelchair users and families with children.

Protected bike lanes aren't just about cyclist safety - they're essential infrastructure that supports our broader community goals:

- They make "last-mile" connections easier for public transit users
- They provide safe routes for families, commuters, and recreational cyclists
- They help Cambridge meet its climate and sustainability targets
- They make our streets safer for everyone - cyclists, pedestrians, and drivers alike

We have a unique opportunity to create seamless, off-street connections that will serve our community for generations to come. Please prioritize protected bike infrastructure in upcoming transportation projects and ensure Cambridge / Boston remains a leader in sustainable urban transportation.

Thank you for your consideration and commitment to making Cambridge safer for all road users.

Sincerely,  
Erica Yuen  
332 Franklin St,  
Cambridge MA

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From: [Nate Sharpe](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:11:30 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

For almost a decade I commuted by bike from my home in Cambridge to my office in the Seaport district of Boston, and over those years tried many different routes. For some time I took the path through North Point, across the locks, and around the North End, and I always stared longingly at the railroad bridge that made such an easy crossing across the river to Boston, "If only I could bike across that" I thought! I spoke to many co-workers who lived in Cambridge and Somerville who said "I would bike, I just don't feel like there's a safe and calm route from there to here". Please help make this critical connection a reality. The more safe bike and pedestrian connections we make, the more people will choose those modes of transit, resulting in a healthier, safer, and more pleasant future for all of us.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Nate Sharpe

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**From:** [Suzanna Schell](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:11:18 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

I've been biking in the Cambridge, Boston, Somerville area since 1975. As an active 76-year-old who doesn't own a car, I walk, bike and take public transportation. This crossing was promised as part of the Blg Dig. We need alternatives to cars.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Suzanna Schell

--

Suzanna Schell  
195 Harvey Street, #7  
Cambridge, MA 02140

(C) 617.460.1929  
e-mail: [suzanna.schell@gmail.com](mailto:suzanna.schell@gmail.com)

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From: [Richard Benton](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 10:07:39 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Richard Benton

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**From:** [Deborah Galef](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** A Multi-Use Path must be included in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:06:18 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe and accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. This is an important opportunity that should not be missed.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Deborah Galef  
Cambridge

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**From:** [Dominique Stassart](#)  
**To:** [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:06:15 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I am a long time Cambridge/Somerville resident and am a pedestrian and a biker. I have been promoted recently to grandmother. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Dominique Stassart

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**From:** [Burak H Alver](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:01:06 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo,

As a long time resident of Cambridge, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Burak Alver

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**From:** [Lisa Wong Costello](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 10:00:13 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Lisa Wong

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From: [Luca Montanelli](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 9:55:58 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for everyone. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

My wife commutes every day by foot between our house in Cambridge Crossing and MGH. At best, her walk is bothersome because of all the badly timed pedestrian crossings of the McGrath Highway. And at worst, her safety is greatly compromised by the large intersections and high speeds of cars. I feel it too when I try to bike across the current bridge: this road isn't made for humans.

Boston should strive to be the city of the future and show an example to all of America. This can only be done by placing human beings at the center of efforts in city planning. This is why I believe not only residents but Boston as a whole would greatly benefit from adding soft mobility options to the North Station Draw One project.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Luca Montanelli

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**From:** [Brittany Bychkovsky](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** North Station Draw One  
**Date:** Sunday, January 5, 2025 9:55:37 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

As a resident of Cambridge who is an avid biker, I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I have biked between Cambridge and Boston for 21 years. This path will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Brittany

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From: [Lynn Weissman](#)  
To: [DrawOne](#)  
Subject: Draw One: Please design and build the ped/bike link in this area, as required for air quality mitigation!  
Date: Sunday, January 5, 2025 9:55:21 PM

---

To Governor Maura Healey, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrigo, and MassDOT Secretary Monica Tibbits-Nutt:

Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No, B-16-479). I'm making this public comment to respectfully request that you reinstate the pedestrian and bicycle crossing associated with this project. This ped/bike link is legally mandated as air quality mitigation for the Central Artery Project.

The State and MBTA shouldn't renege on this air quality mitigation commitment for the Big Dig! Please design and build Draw One with a safe, direct ped/bike crossing that is seamless with the paths from the North Point Park/Paul Revere Park area to North Station.

By contrast, just east of the Draw One drawbridge, the pedestrian-only Gridley Locks Footpath (from the heavily used North Point and Paul Revere Parks area to North Station) is uneven, narrow, winding, and barely safe or passable by more than one person. And the heavily used bike crossing just west, over the Charles River via Craigie Bridge (by the Museum of Science), is next to cars and trucks traveling 25 mph, also not ideal for cyclists of all ages and varying abilities. This and the North Washington Street bridge route require a significant detour. Instead, we need a safe, direct ped/bike link from the paths to North Station!

It would be pennywise and pound foolish not to complete this Ped/Bike link to North Station as part of the Commonwealth's efforts to reduce greenhouse gases and improve public health. Additionally, a user-friendly ped/bike connection in this area will be of great economic benefit, locally and regionally. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot, bike, wheelchair., etc.

Thank you,  
Lynn Weissman  
112 Belmont Street  
Somerville, MA 02143

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**From:** [Jessica Tomaszewski](#)  
**To:** [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 9:50:35 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone - transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Jessica Tomaszewski  
Medford, MA

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**From:** [Mike Smith](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 9:46:54 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Michael D Smith

Somerville, MA

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From: [Guy Stuart](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Cc: [Cambridge Bicycle Safety](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 9:45:35 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. I regularly travel between Somerville and Boston via North Point Park. Having a way to access Boston without going through the narrow locks would be a great benefit to me and my family.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Guy Stuart  
Oak Street  
Somerville

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**From:** [Danny Noenickx](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 9:45:19 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

**It is an important connection between the Charles River path and the Mass Central Rail Trail (Somerville Community Path), which will extend all the way from Boston to Hudson MA in coming years. The current on-road alternatives is not a connection that many trail users would be willing to make.**

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Daniel Noenickx

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From: [Benjamin Mazzotta](#)  
To: [DrawOne](#)  
Cc: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Support for the multi use path in draw one.  
Date: Sunday, January 5, 2025 9:42:58 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project.

I am a Cambridge resident and homeowner. Father of three and consistent voter in state and federal elections.

This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please follow through on the commitment to create a complete, off-street crossing that benefits transit users, people walking, and cyclists.

Cycling and pedestrian accessibility are high priority issues for me and my family. I have teenage children who commute extensively on bicycle and foot.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

--

Benjamin Mazzotta  
Ben.mazzotta@gmail.com

**CAUTION: This email originated from outside of the MBTA organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.**

**From:** [jane.panteleev@gmail.com](mailto:jane.panteleev@gmail.com)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Please Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 9:41:51 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

As a daily bike commuter, and a mother with small children who travels on foot a lot throughout the city, I know that having safe and accessible routes for traveling between Cambridge, Charlestown and Boston North End is extremely important for citizens of the Boston area.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Jane Panteleev

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From: [amgrip](#)  
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
Subject: Include the Multi-Use Path in the Draw One Project  
Date: Sunday, January 5, 2025 9:41:25 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors.

The future of green transportation in Boston and Massachusetts involves getting people out of cars and using transit and micromobility. It involves connecting our communities and giving people more choices and safety when they travel outside of cars. We need North Station Draw One to build for the future and put people first in our infrastructure.

Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Anne

Anne Gripenburg  
Roxbury, Boston

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**From:** [Molly Nugiel](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Sunday, January 5, 2025 9:41:05 PM

---

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,  
Molly Nugiel

Somerville, MA

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**From:** [Ashley Thomas](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#)  
**Subject:** Include multiuse path in the Draw One Plan  
**Date:** Sunday, January 5, 2025 9:40:32 PM

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Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

I am writing to urge you to include a safe, accessible pedestrian and bicycle path in the North Station Draw One project. This path is a vital, long-promised mitigation for the Big Dig, and will improve safety, accessibility, and connections for residents, commuters, and visitors. Please don't miss this opportunity to create a complete, off-street crossing that benefits everyone—transit users, as well as those who connect to transit by foot or bike.

My husband bikes this way everyday and I worry he's not safe.

Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Ashley Thomas

Sent from my iPhone

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