



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 red 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.¹ 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.² 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 pier³ and portions of timber piers.

The remaining usable bridge spans consist of two Scherzer-type rolling lift bascule bridges.⁴ 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

¹ 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.

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

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

⁴ 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.

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.⁵ 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;

⁵ 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,⁶ 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

⁶ 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.⁷

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.⁸ 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.

⁷ 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.

⁸ 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 pour⁹ 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 Area¹⁰ 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

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

¹⁰ 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 Area¹¹ and on National

¹¹ 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*)
108. Feghali, Fay, email dated January 6, 2025 (*form letter*)
109. Feigenbaum, Elizabeth, email dated January 5, 2025 (*form letter*)
110. Feitor, Jessica, email dated January 6, 2025 (*form letter*)
111. Fellman, Claire, email dated January 6, 2025
112. Fisher, Paul, email dated January 6, 2025
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
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124. Galaitsi, Stephanie, email dated January 6, 2025
125. Galef, Deborah, email dated January 5, 2025
126. Galimberti, Alex, email dated January 6, 2025
127. Garfinkle, Nina, email dated January 5, 2025
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130. Gaulding, Jill, email dated January 6, 2025
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132. Gevero, Adrian-James, email dated January 6, 2025 (*form letter*)
133. Gibson, Brian, email dated January 5, 2025
134. Gobbo, Gianpaolo, email dated January 6, 2025 (*form letter*)
135. Graham, Drew, email dated January 6, 2025 (*form letter*)
136. Gravely, Brittany, email dated January 6, 2025

137. Green, Janet, email dated January 5, 2025
138. Green, Mike, email dated January 6, 2025 *(form letter)*
139. Green, Justin, email dated January 6, 2025 *(form letter)*
140. Gripenburg, Anne, email dated January 5, 2025
141. Gubb, Jesse, email dated January 6, 2025
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
147. Hecht, Evan, email dated January 6, 2025
148. Heilig, Emilie, email dated January 6, 2025
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180. Kinne, Madonna, email dated January 6, 2025
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183. Koh, Desiree, email dated January 5, 2025 *(form letter)*
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185. Kramer, Julia Dudley, email dated January 6, 2025
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187. Kresina, Tomas, email dated January 6, 2025
188. Kroop, David, email dated January 5, 2025 *(form letter)*
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194. Layzer, Carolyn, email dated January 6, 2025
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196. Leitman, David, email dated January 5, 2025 *(form letter)*
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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
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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

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- 226. McLinden, Josh, email dated January 6, 2025
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- 228. Meinhold, Max, email dated January 4, 2025
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- 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 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.” *(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.mbt.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. For any project-related questions or comments, please email DrawOne@mbta.com. For public engagement-related concerns pertaining to the project, please contact 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 MBTA/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
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	9-Dec-24	Email
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?	Dan Discenza	10-Dec-24	Email
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.	City of Woburn, Massachusetts Planning Board (John M. Cashell, Sr.)	18-Dec-24	Email
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.	Town of Saugus (Michael J. Serino)	20-Dec-24	Email
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.	Town of Belmont (Elizabeth Dionne, Matthew Taylor & Roy Epstein)	23-Dec-24	Email
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.	Cambridge Community Development Department (Bill Deignan)	23-Dec-24	Email
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.			
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.	Boston Sand & Gravel (Dean M. Boylan)	24-Dec-24	Email

Comment	Commenter	Date Received	Format
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.	City of Medford (Mayor Lungo-Koehn)	24-Dec-24	Email
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.	Greater Portland Council of Governments (Christopher Chop)	24-Dec-24	Email
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.	City of Beverly (Michael P. Cahill)	30-Dec-24	Email
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.	Northern Middlesex Council of Governments (Kelly Lynema)	30-Dec-24	Email

Comment	Commenter	Date Received	Format
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.	Merrimack Valley Planning Commission (Jerrard Whitten)	31-Dec-24	Email
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.	City of Melrose (Mayor Jen Grigoraitis)	2-Jan-25	Email
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.	Town of Harvard (Bruce A. Leicher)	2-Jan-25	Email
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.	Gershon Gacs	2-Jan-25	Email
Email subject line: 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	2-Jan-25	Email
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.	Sascha Hernandez	2-Jan-25	Email
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.	Town of Concord (Andrea Fountain)	3-Jan-25	Email
Fix this pedestrian bridge business. Utterly insane to think you could just drop it without repercussions.	Jacob Hanson	4-Jan-25	Email

Comment	Commenter	Date Received	Format
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	4-Jan-25	Email
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.	Matthew Lyon	4-Jan-25	Email
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	4-Jan-25	Email
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!	Rosa Ruiz	5-Jan-25	Email
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.	Sam Ratliff	5-Jan-25	Email
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.	Terianne Hall	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 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.	Charles Homer	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.	Rachel Sussman	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. We need to rely on cars less to meet our climate goals!!	Niels Vanderloo	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, 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 form 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
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.	Mark Rifkin	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.	Joe 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. 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.	Jessie Lan	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.	Sarah Messenger	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.	Mark Chase	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 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.	Samuel Rabinowitz	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 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.	Thomas Hentschel	5-Jan-25	Email
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.	Ken Carlson	5-Jan-25	Email
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.	Paul Kafasis	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 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 Louie	5-Jan-25	Email

Comment	Commenter	Date Received	Format
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	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.	David Leitman	5-Jan-25	Email
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.	Ari Epstein	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.	David Kroop	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.	Robert King	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. 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.	Marit Wettstein	5-Jan-25	Email
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.	Zachary Yaro	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.	Adam Dingens	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. 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.	Katie (Catherine) O'Connor	5-Jan-25	Email
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.	Erica Yuen	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. 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.	Nate 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. 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.	Suzanna Schell	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 Benton	5-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 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	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 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.	Dominique Stassart	5-Jan-25	Email
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.	Burak Alver	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.	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
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 D 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. 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 Noenickx	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 Gripenburg	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. All y'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 go encourages them 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 Jaspan	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 Vandenabeele	5-Jan-25	Email

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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 pilings or space for a future funded span. This is a once in 100 years opportunity we need to take.	John Pelletier	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.	Max Repaci	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 Russo	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.	Mary Tenenbaum	5-Jan-25	Email
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.	Sylvia Smullin	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 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.	Sarah Costello	5-Jan-25	Email
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.	Casey Szilagyi	5-Jan-25	Email
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.	Ethan Frank	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. 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
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 Rabinowich	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.	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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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.	David Wean	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. 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.	Kelsey Barringham	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 (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.	Alex Epstein	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 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.	Tuvia Rappaport	5-Jan-25	Email
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.	Jonathan Cohen	5-Jan-25	Email
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.	Christian Tatu	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.	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 commutes, 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 Pikilingis	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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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.	Desiree Koh	5-Jan-25	Email
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.	David Mankins	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.	Matthew Wittmann	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.	Denis Sukachev	5-Jan-25	Email
I'm writing to ask that a pedestrian and bicycle path be included on a new "Draw one" bridge. A bridge there 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 buiser 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.	Dylan Callahan	5-Jan-25	Email
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.	Jeremiah Schuur, MD	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, 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.	Kaitlin Robinson	5-Jan-25	Email
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.	Brian Gibson	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 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.	David Mazumder	5-Jan-25	Email
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.	Jennifer D. Britton-Colonnese	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.	Anna Fritschen	5-Jan-25	Email
I am writing as an 8-year Boston resident 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.	Adriana Messina	5-Jan-25	Email
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.	Andrew Barry	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.	Julie Farago	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 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.	Lilli 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. I also love the idea of a better connection between the fabulous green line 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!	Erin Cram	5-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. 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.	Susanne Freidberg	5-Jan-25	Email
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.	Len Wholey	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.	Muris Kobaslija	5-Jan-25	Email
As a biker, 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.	Maria del Carmen DaRocha	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.	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

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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.	Patrick Bibbins	5-Jan-25	Email
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.	Michael Matson	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. 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.	Darrah Bowden	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 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.	Ellen Shea	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.	Ian Hutchinson	5-Jan-25	Email

Comment	Commenter	Date Received	Format
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 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.	Chris Hogan and Ashley Ward	5-Jan-25	Email
Thank you for advancing the North Station Draw One Replacement drawbridge project (Bridge No, B -16-479). Im 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.	Paul Rhodes	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.	David J. Marcus, Ph.D.	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.	Julia Ramsey	5-Jan-25	Email
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 bridge 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.	Sue Downing	5-Jan-25	Email

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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. I regularly ride the Green Line Extension path beyond North Point Park and into Boston. Currently, my best place to cross into Boston is the pedestrian-only Gridley Locks Footpath. The path is uneven, narrow, winding, and barely safe or passable by more than one person. I typically stop and walk my bicycle over the Locks. And when there's a boat coming through, there's a long wait. While the Craige Bridge near the Museum of Science is another option, that is near cars and trucks traveling 25 mph. As a biker, I'm intimidated by the fast traffic and the pollution. The Craigie and North Washington Street bridge routes require significant detours, to be considered bicycle safe. 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.	Laura Beretsky	5-Jan-25	Email
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.	Mark Boswell	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 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. 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. It will create a safe and direct connection to North Station for people accessing commuter rail and subway service. 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.	Charles Denison	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 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.	Jo Oltman	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 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. 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.	Sarah Reinfeld	5-Jan-25	Email

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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 compleant'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. Is is also currently my own local voting issue. I am happy enough with the state of things is 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 https://www.governor.ny.gov/sites/default/files/2022-05/Livingston_Avenue_Bridge.pdf	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
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 Garncarz	6-Jan-25	Email
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 NorthStation 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 Zafiriou	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 & pedestrians & 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 Galaitsi	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

Comment	Commenter	Date Received	Format
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.	Anna Kelley	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.	Pavla Pachova	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.	Drew Graham	6-Jan-25	Email
I am writing to insist that the legally mandated pedestrian crossing be included in this 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: https://archive.org/details/charlesrivercrosunit/page/448/mode/2up (p. 6-3): “In addition, complete cross-river passage for pedestrians on 700 lf 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: https://archive.org/details/newcharlesriverb00mass/page/12/mode/2up As recently as 2017, in the update to that plan: https://www.mass.gov/doc/new-charles-river-basin-master-plan-2017-update/download 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 kettle 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. Saying it might happen eventually and a making a commitment to “talking about potential options” is nowhere near	Cole Rainey-Slavick	6-Jan-25	Email

Comment	Commenter	Date Received	Format
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.	Paul Fisher	6-Jan-25	Email
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.	Ethan LaFontaine	6-Jan-25	Email
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.	Erika Silva	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.	Maire Quigley	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). 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.	Dan Totten	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 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 & strollers & 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.	Mike Frysinger	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.	Anthony L. Acevedo	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 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.	Matthew De Remer	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.	brian martins	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.	Oskar Weser	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. 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.	Alexandra Wilson	6-Jan-25	Email
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 wateful 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.	Ruthann Rudel	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 Stafford	6-Jan-25	Email
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	6-Jan-25	Email
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.	Elizabeth Hanlon	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 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.	Matthias Remillard	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. 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.	Patrick Meyer	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.	David Read	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. 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.	Jesse Gubb	6-Jan-25	Email
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.	David Scott	6-Jan-25	Email
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.	John Burkhardt	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. 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.	Ariana Olson	6-Jan-25	Email
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	George Schneeloch	6-Jan-25	Email
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.	Thomas Egan	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 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.	Christina Spinelli	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 Ndicu	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 leverett 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 Frieden. 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 Frieden	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, realiable, 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
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 Brennan & Howard Burke	6-Jan-25	Email
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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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.	Patrick Burkett	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 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.	Anna Yuen	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. Commuting via bicycle as I 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.	Brendan Mueller	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 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.	Andrew Janjigian	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 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.	Jack Zalewski	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.	Sofia Warner	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.	Mike Green	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 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 bath 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.	Elisabeth Adams	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.	Alex Spasic	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.	Hope Turner	6-Jan-25	Email
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
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 Pacheck	6-Jan-25	Email
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 bicyclist (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

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. 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.	Jana Epstein	6-Jan-25	Email
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.	Travis McGrath	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 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.	Ryan Houlette	6-Jan-25	Email
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.	Karen Bell Thomas	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. 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.	Jessika Yates	6-Jan-25	Email
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.	Laura McMurry	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 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.	Madonna Kinne	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 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.	Ariel White	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.	Gus Jaynes	6-Jan-25	Email
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.	Mariah Villarreal	6-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.	Al Weisz	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 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 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 \$200 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 in that almost 12 years ago, the head of MassDOT at the time, Richard A. Davey wrote a one-page letter —enclosed on page 2—that committed the Commonwealth to seek-out and build 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 1000 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 reinstate 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
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.	Adam Lewanowicz	6-Jan-25	Email
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 (& 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.	Derek Lichter	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.	Erin Sunderland	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.	Jack Lemanski	6-Jan-25	Email
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 bicyclist 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 bicyclist 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 e-mail to wdeiRnan@cambridKema.gov or by calling 617-349-4632. Thank you for your consideration of my comments.	Yi-An Huang, City Manager, City of Cambridge	6-Jan-25	Email
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.	Adrienne Naylor	6-Jan-25	Email
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.	Cynthia Stillinger	6-Jan-25	Email

Comment	Commenter	Date Received	Format
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.	Alan 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. 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 Harris	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. 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.	Abbi Holt	6-Jan-25	Email
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 -	Jill Gaulding	6-Jan-25	Email
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.	Josh McLinden	6-Jan-25	Email
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.	Brittany Gravely	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.	Elizabeth Hudson	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	Evan Hecht	6-Jan-25	Email
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.	Sarah Dylan Breuer	6-Jan-25	Email

Comment	Commenter	Date Received	Format
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!	Samia Hesni	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. 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.	Katia Mathews	6-Jan-25	Email
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.	Miranda P. Dotson	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.	Julie Lugten	6-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.	Nicholas (Niko) Kotsatos	6-Jan-25	Email
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.	Tom Lamar	6-Jan-25	Email
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.	Jessica Tomaszewski	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.	Samuel Beeker	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 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.	Daniel Saccardi	6-Jan-25	Email
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 MassDCR's Charles River Reservation.	Brendan Kearney, Co-Executive Director, WalkMassachusetts	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 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.	Carolyn Layzer	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 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.	Ana Rojas	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.	Anika Liv Christensen	6-Jan-25	Email

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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 dedicate 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 Massachuessettes 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.	Scott Kilcoyne	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. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.	Steven Orzack	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 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 exasperated 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.	Max Slane	6-Jan-25	Email
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.	Town of Concord (Andrea Fountain)	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. 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.	Martin Richard	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.	Caleb Lindgren	6-Jan-25	Email

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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.	Vivek Sikri	6-Jan-25	Email
Please do everthing 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.	Ed Bacher	6-Jan-25	Email
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!	David Dean	6-Jan-25	Email
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.	Itamar Turner-Trauring	6-Jan-25	Email
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.	Ari Peskoe	6-Jan-25	Email
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.	Max Kaplan	6-Jan-25	Email
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.	Tyler Ogden	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.	Lise Capet	6-Jan-25	Email
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.	Sanjit Bhat	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. 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.	Lila Kalish	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.	Charlie Cowan	6-Jan-25	Email
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.	Adj Marshal	6-Jan-25	Email
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.	Nicholas Tucker	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.	Franz Lepionka	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 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.	Lincoln Craven-Brightman	6-Jan-25	Email
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.	Suelin Chen	6-Jan-25	Email
Boston Sand & Gravel is a strong supporter of the Draw One Project. We did 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 (Ron Corriveau)	7-Jan-25	Email
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 awardthrough 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, ammounting 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.	Edward A Bettencourt, Jr., Mayor, City of Peabody	2-Jan-25	Email

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 MBCR/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.” 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 engine emission controls as oxidation catalysts or particulate filters for diesel engines to the maximum extent practicable. In January 2008, MassDEP amended 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>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
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.	Anne McKinnon	2-Jan-25	Oral Statement
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. y 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.	Jen Rowe, City of Boston	2-Jan-25	Oral Statement
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.	Christopher Silva	2-Jan-25	Oral Statement
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.	Dan Jaffe	2-Jan-25	Oral Statement

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 in Boston 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 know, we had -- we saw that the project was no longer for the -- the crossing was no longer part of the project this past spring. We’ve urged the T and then relevant state agencies to try to 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 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 -- 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 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 disruptions to the pedestrian walkways and bicycle paths described in the Environmental Assessment are temporary, there are impacts to the publics that bike and that walk, and that 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>	Jen Rowe, City of Boston	2-Jan-25	Oral Statement

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

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,
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 temporary 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 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.

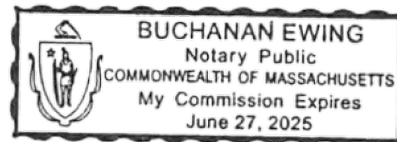
In witness whereof, I have hereunto set my hand this
eight day of January 2025.

Buchanan Ewing

Notary Public

My commission expires:

June 27, 2025



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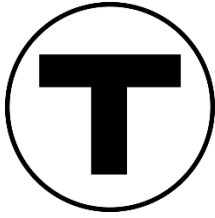
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Attachment 3
Environmental Justice Open House
Outreach Summary



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

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 - 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 MassDOT 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
Edwin Wagner	732-715-6942	edwin.wagner42@gmail.com	Queers on Wheels
Brian Rose	(617) 674-2874	brian.rose91@gmail.com	Tuff's Vendors
Glenn Geiler		ggeiler@mbta.com	MBTA
Mathias Remillard		mathiasremillard@protonmail.com	Queers on Wheels
Zachary Yaro	202-642-6379	zmparo@znyaro.com	Boston Cyclists Union, Cambridge Bicycle Safety, Queers on Wheels
Janis Keating	417-312-5538	jkeating@bike.wa	MBTA
Deyse Carvalho Christie		dcarvalhochristie@mbta.com	MBTA
Jeremy Fontaine		jfontaine@mbta.com	MBTA
Cassandra Arruda	774-644-4091	arrudacass@gmail.com	Boston Queers on Wheels
Colin Rainer Slavica		c.rainer.slavica@gmail.com	
MAMUEL PIREI	617 699 4017	MAMUEL.PIREI@MA.GOV	DCR
Erika Silva	781-879-4405	eriks128@gmail.com	
Scott Kilday			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

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
would, in 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
Rather than dated and possibly obsolete agreements.



mbta.com/publicengagement

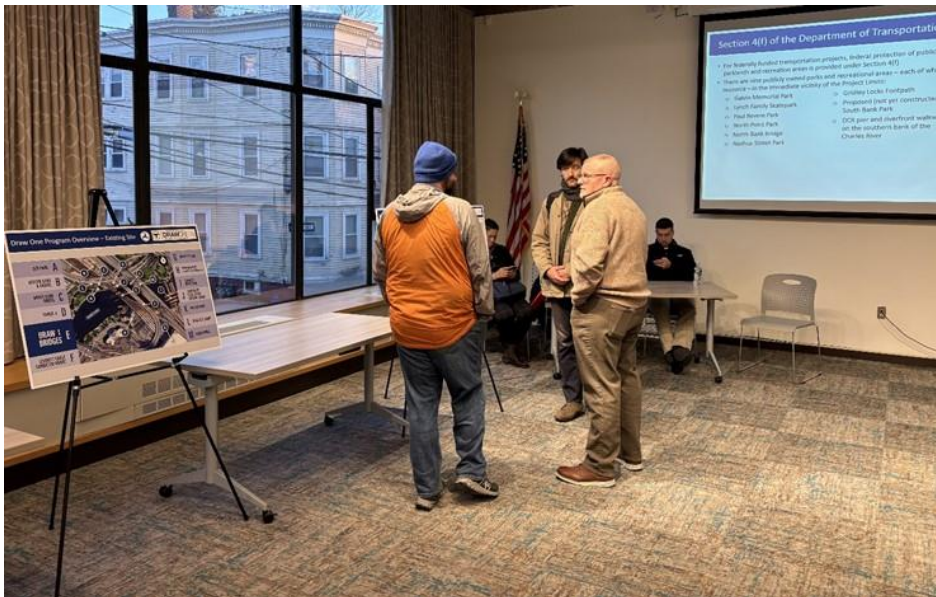


Massachusetts Bay
Transportation Authority

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



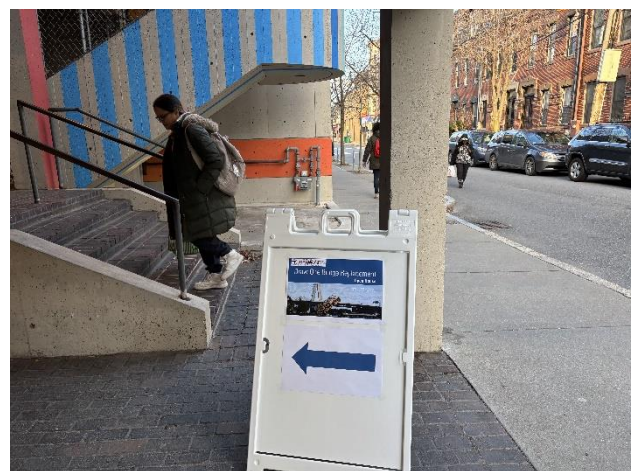
MBTA officials Nick Choubah and Sam Zhou listen and respond to community concerns (January 3, 2025 Draw One Project Open House).



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

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: 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

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.



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

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: 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. 6th. 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

617/349-4632

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

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
Vie Email: 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,

Elizabeth Dionne

Elizabeth Dionne,
Select Board, Chair

Matthew Taylor

Matthew Taylor,
Select Board, Vice-Chair

Roy Epstein

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

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

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

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

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



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

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

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,



Gerrard 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

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

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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

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

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

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From: [Max Meinhold](#)
To: [DrawOne](#)
Subject: Draw one pedesrian 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

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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

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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 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.

Thank you for your time.

- John McLachlan
Boston, Massachusetts.

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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

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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

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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

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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

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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

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

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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

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

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

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 Big 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

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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

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

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 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.

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

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

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

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From: 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

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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From: [Zhou, Sam \(Xin\)](#)
To: [Eckstrom, Karl](#); [DrawOne](#); [Ennis, John M.](#); [Hobbick, Cade W.](#); [Bromberg, Samantha A.](#); [Martin Nee](#)
Cc: [Paganelli, Tess](#); [Choubah, Nicolas](#); [Armand, Ashley](#)
Subject: Re: Draw One EA comments received | 01-05-25
Date: Sunday, January 5, 2025 9:39:18 PM
Attachments: [image001.png](#)
[Outlook-Icon_Desc.png](#)

Noted. Thanks

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Sunday, January 5, 2025 8:51:23 PM
To: DrawOne <drawone@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>; Zhou, Sam (Xin) <SZhou@MBTA.com>
Subject: Re: Draw One EA comments received | 01-05-25

Good evening, team.

Updating you all that there appears to be a concerted comment effort on-going with respect to the pedestrian / bicycle river crossing connection. Since yesterday (Saturday) there has been 24 incoming emails with pedestrian connection theme, many of which are duplicate subject lines. I will be forwarding them all to the group in the morning, but here is a screenshot of the in-box for the weekend:



Regards,
Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: DrawOne
Sent: Thursday, January 2, 2025 7:32 PM
To: Eckstrom, Karl <KEckstrom@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@mbta.com>
Subject: RE: Draw One EA comments received | 01-02-25

Good evening, folks.

We did receive the attached emails during tonight's hearing.

- Mr. Dan Jaffe
- Ms Sascha Hernandez

Thank you,
Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Thursday, January 2, 2025 4:32 PM
To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>
Subject: RE: Draw One EA comments received | 01-02-25

Good afternoon, Team.


Sending along copies of another six (6) emailed comments and response emails for your use in logging the activity for the EA. All but one were messages with support from various stakeholders. There was one question / comment email from an individual requesting pedestrian access / connection between greenways across the river.

Here is the list:

- City of Beverly, MA

- Northern Middlesex Council of Governments (NMCOG)
- Merrimack Valley Planning Commission (MVPC.org)
- City of Melrose, MA
- Town of Harvard, MA
- Gershon Gacs (gershongacs@gmail.com)

Thank you,
Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl
Sent: Thursday, December 26, 2024 12:08 PM
To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@mbta.com>
Subject: RE: Draw One EA comments received | 12-10-24


Good afternoon, Team.

Sending along copies of six (6) email / comments and response emails for your use in the logging the activity for the EA. Most have been messages w/ support from various stakeholders. There was one request for a time extension on the comment period, but that was also rescinded on Monday, 12/23.

Here is the list:

- Town of Saugus (12/20/24; responded 12/23/2024 2:44pm)
- Cambridge Community Development Dept (12/23 emails; responded 12/24/24 8:49am)
- Town of Belmont, MA (12/23/24; responded 12/23/24 3:55pm)
- Greater Portland Council of Governments (Maine) (12/24/24, responded 12/26/24 11:07am)
- Boston Sand & Gravel (Dean Boylan) (12/24/24, responded 12/26/24 11:09am)
- Town of Medford, MA (12/24/24, responded 12/26/24 11:12am)

Thank you,
Karl


 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl
Sent: Thursday, December 12, 2024 2:27 PM
To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: RE: Draw One EA comments received | 12-10-24

Good afternoon, team.

Prior to our Environmental coordination internal meeting this afternoon, I just wanted to let this group know that the project has NOT received any further email / comments to share with you all. We will continue to monitor the project inbox and send anything new comments that come in.

Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>
Sent: Wednesday, December 11, 2024 7:49 AM

To: Eckstrom, Karl <KEckstrom@MBTA.com>; John.Ennis <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: RE: Draw One EA comments received | 12-10-24

And so it begins. Thank you, Karl.
JS

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Tuesday, December 10, 2024 6:23 PM
To: John.Ennis <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: Draw One EA comments received | 12-10-24

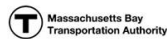
CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mark – good afternoon.
As discussed earlier today, there have been two emails received by the DrawOne@mbta.com inbox since the document was made public on Friday, 12/6. One was from yesterday, and other from today and both emails are attached above. Please begin the process of logging and preparing draft responses for the project.

Thank you.

PS
I will be forwarding a copy of the pedestrian bridge item to our GM's office for awareness and discussion with upcoming weekly coordination meeting with DCR.

Karl E. Eckstrom, PE
Senior Director, Capital Delivery Bridge/Structures Program
10 Park Plaza Suite 5170 | Boston, MA 02116 | Cell: 857.329.8231 | keckstrom@mbta.com



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From: [Mary Patterson](#)
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)
Subject: Include the Multi-Use Path in the Draw One Project (AS PROMISED)
Date: Sunday, January 5, 2025 9:35:38 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 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.

Sincerely,
Mary Patterson

Medford, MA

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From: [Madelyn Focaracci](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:35:09 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,
Madelyn Focaracci

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From: [Louisa Thomas](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:35:00 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.

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

Sincerely,

Louisa Thomas

--

louisathomas.com

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From: [Jerish Brown](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:34:24 PM

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

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.

Sincerely,
Jerish Brown
thejerishbrown@gmail.com
310 869 1781

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From: [Paige Yeung](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:34:10 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. 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.

Sincerely,
Paige Yeung

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From: [Jessica Garrett](#)
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 9:31:19 PM

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

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.

Sincerely,

Jessica Garrett

Somerville

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From: [Aaron Kaplowitz](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:28:38 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.

All y'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 go encourages them to get out of their damn cars. Fewer cars = less traffic. Less traffic = fewer traffic deaths. Simple math. Get it right.

Sincerely,

Aaron Kaplowitz (Somerville)

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From: [Hannah Houley](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); constituent.services@state.ma
Subject: Include a Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:28:06 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,
Hannah Houley

Cambridge Resident

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From: [Susan 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 9:25:14 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.

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.

Sincerely,

Susan Smith

Sent from my iPhone

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From: [Lizzie Feigenbaum](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:24:54 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.

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

Sincerely,
Elizabeth Feigenbaum

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: [Adrienne Gembala Agarwal](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:23:49 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,

[Adrienne Gembala Agarwal](#)
adriennegembala@gmail.com
661 645 5569

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: [Jordan Krechmer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: YES to a Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:19:57 PM

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

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.

Sincerely,
Jordan Krechmer

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From: [Jane Hirschi](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Support for the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:19:13 PM

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

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.

Hopefully,

Jane Hirschi

39 Rindge Ave, Cambridge

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From: [Tal Seiberg](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:18:06 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 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.

Sincerely,

Tal Seiberg, MA homeowner, resident, voter

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From: [Lindsey Collins Sudbury](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:17:18 PM

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

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

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From: [Audrey Dawson](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One Project: Include a Multi-Use Path
Date: Sunday, January 5, 2025 9:17:02 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.

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.

Sincerely,
Audrey Dawson of 28 Queensberry St, Boston MA.

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From: [Alexandra Cole Spadola](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:17:00 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.

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

Sincerely,
Alexandra Spadola, MD

Parent, Bike Commuter and Cambridge Resident

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From: [Tom Mason](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: VERY IMPORTANT!! Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:15:29 PM

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

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.

Sincerely,

Tom Mason, 27 B Drake Rd Arlington, MA 02476

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From: [Mannion, Jenny Mary](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:14:22 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,
Jenny Mannion

The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Mass General Brigham Compliance HelpLine at <https://www.massgeneralbrigham.org/complianceline>.

Please note that this e-mail is not secure (encrypted). If you do not wish to continue communication over unencrypted e-mail, please notify the sender of this message immediately. Continuing to send or respond to e-mail after receiving this message means you understand and accept this risk and wish to continue to communicate over unencrypted e-mail.

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From: [Christian Hoepfner](#)
To: [DrawOne](#)
Cc: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include a Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:14:01 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. 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.

Sincerely,

Christian Hoepfner

Cambridge, MA

Long-time user of walkways and bike paths around North Station

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From: [Jon C. Chen](#)
To: [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:13:22 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.

Best,

Jon C. Chen

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From: [Barry Jaspan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:09:16 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,
Barry Jaspan
Arlington, MA

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From: [Sam Daitzman](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:08:48 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,
Sam

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From: [Joshua Marriott](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:08:37 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,
Joshua Marriott

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From: [Dan Dietterich](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Whence the pedestrian/bike bridge?
Date: Sunday, January 5, 2025 9:07:47 PM

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

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.

Best Regards,
Dan Dietterich

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From: [Rob Vandenabeele](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); constituent.services@state.ma
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:07:11 PM

Governor Healey, MBTA GM Eng, 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,

--

Rob Vandenabeele
Field Manager for UMass Amherst's BetterBev Grant Project
Passionate about protecting Earth, the only planet with craft beer
Ecofriendlybeer.com / BetterBev.org

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From: [John Pelletier](#)
To: [DrawOne](#)
Cc: [Cynthia Creem - MA Gov](#)
Subject: Please restore ped/bike in the Draw One project
Date: Sunday, January 5, 2025 9:06:49 PM

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 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 pilings or space for a future funded span. This is a once in 100 years opportunity we need to take.

Thank you,
John Pelletier
103 Madison Ave
Newton, MA 02460

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content is safe.

From: [Max Repaci](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:06:13 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,
Max Repaci

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From: [Sam Russo](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:05:56 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,
Sam Russo (Cambridge, MA)

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From: [Mary Tenenbaum](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:03:45 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,
Mary Tenenbaum
Boston, MA

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From: [Sylvia Smullin](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:03:40 PM

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

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.

Sincerely,
Sylvia Smullin

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From: [Sarah 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 9:03:24 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.

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.

Sincerely,

Sarah

Sarah Costello
sarahcostello15@gmail.com

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From: [Casey Szilagyi](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One project: Include pedestrian and bicycle path
Date: Sunday, January 5, 2025 9:03:11 PM

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

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.

Sincerely,
Casey Szilagyi

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From: [Eckstrom, Karl](#)
To: [DrawOne](#); [Schmidt, Jonathan \(FTA\)](#); [Ennis, John M.](#); [Hobbick, Cade W.](#); [Bromberg, Samantha A.](#); [Martin Nee](#)
Cc: [Paganelli, Tess](#); [Choubah, Nicolas](#); [Armand, Ashley](#); [Zhou, Sam \(Xin\)](#)
Subject: Re: Draw One EA comments received | 01-05-25
Date: Sunday, January 5, 2025 9:02:01 PM
Attachments: [image001.png](#)
[Outlook-Icon_Desc.png](#)
[Screenshot 2025-01-05 205813.png](#)
[Outlook-Icon_Desc.png](#)

FYI - they are still coming in on a regular pace, and I realized that my previous screenshot was most likely not visible. See attached updated screenshot.

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Sunday, January 5, 2025 8:51 PM
To: DrawOne <drawone@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>; Zhou, Sam (Xin) <SZhou@MBTA.com>
Subject: Re: Draw One EA comments received | 01-05-25

Good evening, team.

Updating you all that there appears to be a concerted comment effort on-going with respect to the pedestrian / bicycle river crossing connection. Since yesterday (Saturday) there has been 24 incoming emails with pedestrian connection theme, many of which are duplicate subject lines. I will be forwarding them all to the group in the morning, but here is a screenshot of the in-box for the weekend:



Regards,
Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: DrawOne
Sent: Thursday, January 2, 2025 7:32 PM
To: Eckstrom, Karl <KEckstrom@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@mbta.com>
Subject: RE: Draw One EA comments received | 01-02-25

Good evening, folks.

We did receive the attached emails during tonight's hearing.

- Mr. Dan Jaffe
- Ms Sascha Hernandez

Thank you,
Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Thursday, January 2, 2025 4:32 PM
To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>
Subject: RE: Draw One EA comments received | 01-02-25


Good afternoon, Team.

Sending along copies of another six (6) emailed comments and response emails for your use in logging the activity for the EA. All but one were messages with support from various stakeholders. There was one question / comment email from an individual requesting pedestrian access / connection between greenways across the river.

Here is the list:

- City of Beverly, MA
- Northern Middlesex Council of Governments (NMCOG)
- Merrimack Valley Planning Commission (MVPC.org)
- City of Melrose, MA
- Town of Harvard, MA
- Gershon Gacs (gershongacs@gmail.com)

Thank you,
Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl

Sent: Thursday, December 26, 2024 12:08 PM

To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>

Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@mbta.com>

Subject: RE: Draw One EA comments received | 12-10-24


Good afternoon, Team.

Sending along copies of six (6) email / comments and response emails for your use in the logging the activity for the EA. Most have been messages w/ support from various stakeholders. There was one request for a time extension on the comment period, but that was also rescinded on Monday, 12/23.

Here is the list:

- Town of Saugus (12/20/24; responded 12/23/2024 2:44pm)
- Cambridge Community Development Dept (12/23 emails; responded 12/24/24 8:49am)
- Town of Belmont, MA (12/23/24; responded 12/23/24 3:55pm)
- Greater Portland Council of Governments (Maine) (12/24/24, responded 12/26/24 11:07am)
- Boston Sand & Gravel (Dean Boylan) (12/24/24, responded 12/26/24 11:09am)
- Town of Medford, MA (12/24/24, responded 12/26/24 11:12am)

Thank you,
Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl

Sent: Thursday, December 12, 2024 2:27 PM

To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>

Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>

Subject: RE: Draw One EA comments received | 12-10-24

Good afternoon, team.

Prior to our Environmental coordination internal meeting this afternoon, I just wanted to let this group know that the project has NOT received any further email / comments to share with you all. We will continue to monitor the project inbox and send anything new comments that come in.

Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>
Sent: Wednesday, December 11, 2024 7:49 AM
To: Eckstrom, Karl <KEckstrom@MBTA.com>; John.Ennis <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: RE: Draw One EA comments received | 12-10-24

And so it begins. Thank you, Karl.
JS

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Tuesday, December 10, 2024 6:23 PM
To: John.Ennis <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: Draw One EA comments received | 12-10-24

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Mark – good afternoon.
As discussed earlier today, there have been two emails received by the DrawOne@mbta.com inbox since the document was made public on Friday, 12/6. One was from yesterday, and other from today and both emails are attached above. Please begin the process of logging and preparing draft responses for the project.

Thank you.

PS
I will be forwarding a copy of the pedestrian bridge item to our GM's office for awareness and discussion with upcoming weekly coordination meeting with DCR.

Karl E. Eckstrom, PE
Senior Director, Capital Delivery Bridge/Structures Program
10 Park Plaza Suite 5170 | Boston, MA 02116 | Cell: 857.329.8231 | keckstrom@mbta.com



Massachusetts Bay
Transportation Authority

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From: [Ethan Frank](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One Project Multi-Use Path
Date: Sunday, January 5, 2025 9:01:39 PM

Hello,

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.

Sincerely,
Ethan Frank
632 Mass Ave,
Cambridge MA

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From: [nina.garfinkle](#) on behalf of [Nina Garfinkle](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 9:00:49 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. 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.

Sincerely,
Nina Garfinkle

Nina Garfinkle | **Garfinkle Design** | www.ninagarfinkle.com
7 Holyoke Street, Boston MA 02116
T: 617.424.9115 | M: 617.733.4321 | nina@ninagarfinkle.com

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From: [Elijah](#)
To: [DrawOne](#)
Subject: Need for a Pedestrian and Bike Crossing in the Draw One Bridge Project
Date: Sunday, January 5, 2025 8:59:05 PM

Dear Governor Healey, Phillip Eng, et al,

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.

Sincerely,

Elijah Fanelli

Resident, Middlesex County, MA

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From: [Richard Carrick](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:58:35 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,

Richard Carrick, PhD
Composer/Conductor/Pianist - www.richardcarrick.com
Co-Founder/Artistic Director, [Either/Or](#) NYC
Chair, Composition Department, [Berklee College of Music](#)
Upcoming Release: [The Atlas \(2023\)](#) on New Focus Recordings
[L'Algérie \(2024\)](#)
[Linktree](#)

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From: [Walter Xu](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:58:34 PM

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

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!

Best,
-Walter

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From: [katie hohl](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:58:06 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,
Katie Hohl

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From: [sophie kaufman](#)
To: [Constituent Services \(GOV\)](#); [DrawOne](#); [Mass Parks \(DCR\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:57:05 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. 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.

Sincerely,

Sophie Kaufman
Waltham, MA

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From: [Christopher Dornin](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:56:40 PM

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

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.

Sincerely,
Chris Dornin

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From: [Jenny Rabinowich](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:56:37 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,
Jenny Rabinowich

Cambridge, MA

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From: [Camilla Elvis](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:55:58 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 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,

Camilla Elvis

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From: [Greg Stanton Marra](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One Project
Date: Sunday, January 5, 2025 8:54:30 PM

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

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.

Sincerely,
Greg Marra
Somerville

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From: [David Wean](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:54:25 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.

Please don't miss this opportunity 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 Wean
19 Congreve St.
Roslindale 02131

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From: [Kelsey B](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:53:34 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.

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.

Sincerely,
Kelsey Barringham

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From: [Alex Epstein](#)
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 8:53:07 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 (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.

Sincerely,

Alex Epstein

5 Windsor Rd

Somerville, MA 02144

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From: [Tuvia Rappaport](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:52:58 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 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.

Sincerely,

Tuvia Rappaport

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From: [Jonathan Cohen](#)
To: [Mass Parks \(DCR\)](#); [DrawOne](#); [Constituent Services \(GOV\)](#)
Subject: Support for Safe, Accessible Pedestrian and Bicycle Path in North Station Draw One Project
Date: Sunday, January 5, 2025 8:52:48 PM

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

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.

Best regards,

Jonathan Cohen

22 Water Street, Apt 923

Cambridge, MA 02141

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From: [Christian Tatu](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:52:41 PM

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

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.

Warm regards,

Christian Tatu

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From: [Marcos Rodriguez](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:52:16 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,
Marcos Rodriguez - Boston resident

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From: [Susanne Schindler](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:52:06 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.

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.

Sincerely,
Susanne Schindler

45 Fayette St #3, Cambridge, MA 02139

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From: [Debby Stein 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 8:47:59 PM

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

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.

Best Regards,
Debby

Deborah Stein Sharpe
15 Historical Way
Canton, MA 02021

[781-828-8291](tel:781-828-8291) (home)
[617-759-1785](tel:617-759-1785) (mobile)

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From: [Neil Stottler](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:47:32 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.

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.

Sincerely,

Neil.

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From: [Jim Mendelson](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Safe path for Pedestrian and bikes at Draw One
Date: Sunday, January 5, 2025 8:47:24 PM

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

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.

Sincerely,
James Mendelson
217 Thorndike St
Cambridge Massachusetts 02141

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From: [Adam Odzer](#)
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:46:50 PM

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

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.

Sincerely,

Adam

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From: [Allison Kristin Macon](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:45:59 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,
Allison macon

***Allison Macon**

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From: [Robert Pratt](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:45:59 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. This bridge would be a vital connection between the Somerville community path and North Station. This improvement could enable a great number of bike commutes, 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.

Sincerely,
Robert Pratt

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From: [Henry Chase](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:45:49 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,
Henry Chase

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From: [Aaron Pikcilingis](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include cycling infrastructure
Date: Sunday, January 5, 2025 8:45:26 PM

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!

My best,
Aaron

Aaron Pikcilingis
24 Branchaud Road
Belmont, MA

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From: [Nomi Levy-Carrick](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:45:08 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,

Nomi

--

Nomi Levy-Carrick

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From: [Desiree Koh](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:44:58 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 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,
Desiree Koh (19 Kimball Street, Cambridge, MA 02140)

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From: [David Mankins](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Be sure to include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:44:58 PM

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

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.

Sincerely,

David Mankins

- d.p.mankins@gmail.com

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From: [Matthew Wittmann](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One Project
Date: Sunday, January 5, 2025 8:44:25 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. Please don't miss this opportunity 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,
Matthew Wittmann

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From: [Denis Sukachev](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:44:03 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,
Denis Sukachev

Brookline, MA

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From: [Dylan Callahan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:43:36 PM

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

I'm writing to ask that a pedestrian and bicycle path be included on a new "Draw one" bridge.

A bridge there 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 buiser 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.

Thank you,
Dylan Callahan
12 Pembroke Ct, Somerville, MA 02145

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From: [jeremiah schuur](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:43:09 PM

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

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.

Sincerely,-

Jay

Jeremiah Schuur, MD
300 Walden St.
Cambridge, MA
Mobile 401-480-7468
<https://www.linkedin.com/in/jeremiah-schuur-4362525/>

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From: [Kaitlin Robinson](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:42:45 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, 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.

Sincerely,
Kaitlin Robinson

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From: [Brian Gibson](#)
To: [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:42:17 PM

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

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.

Sincerely,
Brian Gibson

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From: [David Mazumder](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:42:16 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 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.

Sincerely,

David Mazumder
8-year Cambridge (02139) Resident
Cambridge-Boston Bike Commuter

--

David Mazumder
Harvard/MIT Medical Scientist Training Program
PhD Candidate, Harvard Program in Neuroscience
mazumder.david@gmail.com

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From: [Jennifer Britton-Colonnese](#)
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 8:41:49 PM

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

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.

Be well,
Jen

Jennifer D. Britton-Colonnese
Tel 919.673.8708

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From: [Anna Fritschen](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:41:47 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,
Anna

--

Anna Fritschen (she/her/hers)
(303) 903-5456

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From: [Adriana M.](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: The Necessity of the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:40:40 PM

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

I am writing as an 8-year Boston resident 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.

Sincerely,

Adriana Messina

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From: [Andy Barry](#)
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 8:40:26 PM

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

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.

Sincerely,

Andrew Barry

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From: [Julie F](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: info@cambridgebikesafety.org
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:39:28 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,
Julie Farago

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From: [Lilli 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 8:38:52 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. 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.

Sincerely,
Lilli Smith

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From: [Erin Cram](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:37:58 PM

To: DrawOne@mbta.com, mass.parks@mass.gov, constituent.services@state.ma.us

Subject: Include the Multi-Use Path in the Draw One Project

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 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!

Sincerely,
Erin

--

Erin Cram
Professor of Biology
Northeastern University
134 Mugar Hall
360 Huntington Ave
Boston, MA 02115

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From: [Susanne Freidberg](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:37:51 PM

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

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.

Sincerely,

Susanne Freidberg (Cambridge)

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From: [Len Wholey](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:37:14 PM

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

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.

Sincerely,
Len Wholey

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From: [Muris Kobaslija](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:37:11 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,
Muris Kobaslija

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From: [Carmen DaRocha](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:36:59 PM

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

As a biker, 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.

Sincerely,
Maria del Carmen DaRocha

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From: [D. Clark](#)
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 8:36:01 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,
[Your Name]

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From: [Vincent Baudoin](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: [Sean Garballey - MA Gov](#); [Cindy Friedman - MA Gov](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:35:29 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,

Vincent Baudoin
Arlington, MA

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From: [Farid A](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:35:22 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,

Farid ARTHAUD

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From: [Claire Louise Wagner](#)
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Sunday, January 5, 2025 8:35:02 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.

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

Sincerely,

Claire Louise Wagner
Mount Holyoke College class of 2022
International Relations & German Studies Double Major

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From: [Evan Zinner](#)
To: [DrawOne](#)
Subject: Bike / Ped Access
Date: Sunday, January 5, 2025 8:26:50 PM

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 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.

Thank you,
Evan Zinner
(610) 406-1093

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From: [Janet](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 7:52:55 PM

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,

Janet Green

Board Member

Bike to the Sea, Inc.

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From: [Andres Sevtsuk](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project
Date: Sunday, January 5, 2025 6:19:09 PM

Dear Governo Healey, MBTA GM Eng, DCR Commissioner Arrigo, and MassDOT Secretary 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. 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.

Thank you,

Andres Sevtsuk

Associate Professor of Urban Science and Planning
Head, City Design and Development Group
Director, City Form Lab
Department of Urban Studies and Planning
Massachusetts Institute of Technology

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From: [Emily Moreshead](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 6:11:01 PM

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.

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.

Thank you,
Emily Moreshead
5 Westley Avenue
Cambridge, MA 02140

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From: [Patrick Bibbins](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 5:59:47 PM

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).

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.

Thank you,

--

Patrick Bibbins President
biketothesea.org



Connecting Communities to the Northern Strand Trail

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From: [Michael Matson](#)
To: [DrawOne](#)
Subject: Please Restore Draw One to Initial Promises
Date: Sunday, January 5, 2025 5:25:09 PM

Dear Governor Maura Healy, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrington, and MassDOT Secretary Monica Tibbits-Nutt,

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.

Thank you,
Michael Matson
25 Webster Avenue, Somerville MA

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From: [Darrah Bowden](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#)
Cc: friendspath@yahoo.com
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 5:21:13 PM

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.

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.

Thank you,

--

Darrah Bowden
(she/her/hers)
Glenwood Rd, Somerville, MA

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From: [Ellen Shea](#)
To: [DrawOne](#)
Subject: Draw One pedestrian and bike access
Date: Sunday, January 5, 2025 5:02:10 PM

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 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.

Thank you,
Ellen Shea
97 Moreland St
Somerville, MA 02145

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From: [Ian Orbinson](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 4:49:33 PM

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,
Ian Hutchinson

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From: [Christopher Hogan](#)
To: [DrawOne](#)
Subject: Please prevent continued cuts to ped/bike safety infrastructure by restoring ped/bike crossing on Draw One,, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 3:21:38 PM

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).

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 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,

Chris Hogan and Ashley Ward
104 Vernon Street
Somerville MA

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From: [Paul Rhodes III](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 3:10:48 PM

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). Im 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,
Paul Rhodes
Somerville, MA resident

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From: [David Marcus](#)
To: [DrawOne](#)
Subject: Please restore ped/bike with Draw One,, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 2:36:30 PM

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.

Yours truly,

David J. Marcus, Ph.D.
25 Beacon St. Apt. 16
Somerville, MA 02143-4336
617-492-4317

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From: [Julia Ramsey](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 2:29:56 PM

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,

Julia Ramsey
146 Clifton St #7
Malden MA 02148

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From: [Sue Downing](#)
To: [DrawOne](#)
Subject: Restore Pedestrian/Bicycle Crossing to Draw One Project
Date: Sunday, January 5, 2025 2:27:05 PM

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, 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 bridge 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.

Thank you,
Sue Downing
31 Fairmont Street
Cambridge MA 02139

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From: [laura beretsky](#)
To: [DrawOne](#)
Subject: Please restore ped/bike with Draw One, per Central Artery air quality mitigation promise
Date: Sunday, January 5, 2025 2:22:29 PM

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.

I regularly ride the Green Line Extension path beyond North Point Park and into Boston. Currently, my best place to cross into Boston is the pedestrian-only Gridley Locks Footpath. The path is uneven, narrow, winding, and barely safe or passable by more than one person. I typically stop and walk my bicycle over the Locks. And when there's a boat coming through, there's a long wait.

While the Craige Bridge near the Museum of Science is another option, that is near cars and trucks traveling 25 mph. As a biker, I'm intimidated by the fast traffic and the pollution. The Craigie and North Washington Street bridge routes require significant detours, to be considered bicycle safe.

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,

Laura Beretsky
Author, Advocate, Activist
64 Hooker Avenue
Somerville, MA 02144
617 625-0724 home
617 272-5807 cell
<https://lauraberetsky.com/blog>
<http://www.linkedin.com/in/lauraberetsky>

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From: [Mark Boswell](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 2:16:07 PM

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).

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.

Sincerely,

Mark Boswell

105 Walden Street

Cambridge, MA 02140

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From: [Charles Denison](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 1:49:53 PM

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 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.

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. It will create a safe and direct connection to North Station for people accessing commuter rail and subway service. 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.

Thank you,

Charles Denison

Boston, MA

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From: [Jo Oltman](#)
To: [DrawOne](#)
Subject: Draw One Ped/Bike Commitment
Date: Sunday, January 5, 2025 1:41:32 PM

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 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.

Thank you,

Jo Oltman
5 Winter Street, Everett MA

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From: [Sarah Reinfeld](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Sunday, January 5, 2025 1:25:06 PM

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 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. 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.

Thank you,
Sarah Reinfeld
Medford, MA

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From: [Matt Carty](#)
To: [DrawOne](#)
Subject: North Station Drawbridge Replacement
Date: Sunday, January 5, 2025 11:29:00 AM

To whom it may concern,

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.

Thanks.

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From: [Brian Rose](#)
To: [DrawOne](#)
Subject: Official Comment for Federal Process
Date: Sunday, January 5, 2025 11:01:28 AM

Hello Draw One Project Team,

This following is my formal comment as a Commonwealth resident on the Draw One project:

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.

Thank you for your work,

Brian Rose
Revere, MA

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From: [Gastón de los Reyes](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:43:00 AM

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,

Gastón de los Reyes
Somerville MA
617-283-5036

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From: [Thomas Collet](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: [Thomas Collet](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:36:02 AM
Importance: High

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

I commute and get around Boston by bike, so bike safety a matter of life and death to me now. 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.

Sincerely,

Thomas

—

Thomas A. Collet
tacollet@alum.mit.edu
Tel: +1 734 358 9015 (mobile & WhatsApp)

<https://www.linkedin.com/in/thomasacollet/>

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From: [Alessandra Seiter](#)
To: [DrawOne](#)
Subject: Please restore bike/ped connection with Draw One
Date: Monday, January 6, 2025 7:33:59 AM

Dear Governor Healey, General Manager Eng, Commissioner Arrigo, and Secretary 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 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.

Thank you,
Alessandra Seiter
Ward 5, Somerville, MA

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From: [Claire Fellman](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:32:26 AM

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. It's a critical equity issue that we support alternative routes for people on foot and on bikes.

Sincerely,
Claire Fellman

90 Forest Hills St

Jamaica Plain, MA 02130

Sent from my iPhone

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From: [Madge Kaplan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Bike Safety is safety for all!
Date: Monday, January 6, 2025 7:28:48 AM

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,

Madge Kaplan

Sent from my iPhone

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From: [Nicholas Caruso](#)
To: [DrawOne](#)
Subject: Bridge Rail-With-Trail. If Albany Can Do It, Boston Surely Can
Date: Monday, January 6, 2025 7:28:37 AM

See link below. Once again, if Albany can do it, Boston surely can

https://www.governor.ny.gov/sites/default/files/2022-05/Livingston_Avenue_Bridge.pdf

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From: [Sokolov, Mike](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#)
Subject: Include the walkway in the Draw One project
Date: Monday, January 6, 2025 7:23:22 AM

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.

Michael Sokolov

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From: [carla.procaskey](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Multi-Use Path in the Draw One Project is needed
Date: Monday, January 6, 2025 7:19:10 AM

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 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

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From: [Tom Garncarz](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:15:16 AM

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,

Tom Garncarz

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From: [RON DUNN](#)
To: [DrawOne](#)
Subject: Draw bridge
Date: Monday, January 6, 2025 7:12:34 AM

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

[Yahoo Mail: Search, Organize, Conquer](#)

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From: [Adrian-James Gevero](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include Multi-Use Path in Draw One Project
Date: Monday, January 6, 2025 7:09:00 AM

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,

Adrian-James Gevero

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From: [Gordon Turner](#)
To: [DrawOne](#)
Subject: Please keep the state's commitment to a pedestrian walkway
Date: Monday, January 6, 2025 7:07:56 AM

January 6, 2025

Dear DrawOne Team,

I'm writing to submit public comment for the DrawOne project.

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 user 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 NorthStation to Cambridge.

Please incorporate a pedestrian walkway in the DrawOne replacement plans.

Thank you,
Gordon Turner
0 Parsons Lane
Manchester, MA 01944

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From: [Felipe Pait](#)
To: [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:05:22 AM

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 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.

Sincerely,
Felipe Pait
Brookline, Massachusetts

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From: [Will Bosworth](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: [Patricia Jehlen - MA Gov](#); [Christine Barber - MA Gov](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 6:54:50 AM

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 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.

Sincerely,
Will Bosworth
Somerville,

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From: [Zachariah Norman](#)
To: [DrawOne](#)
Subject: I nclude the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 6:49:25 AM

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,

Zachariah Norman

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From: [Gary Chin](#)
To: [DrawOne](#)
Cc: [Gary Chin](#)
Subject: Request to restore pedestrian/bike crossing in Draw One project
Date: Monday, January 6, 2025 6:48:52 AM

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).

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.

All my best,
Gary Chin
557 Salem St #2
Malden, MA 02148

--

Gary Chin, M.A.
E: gchin92@gmail.com
C: (718) 607-1998

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From: [Alexander](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include Ped/Bike Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 6:35:36 AM

Dear Gov. Healey, MBTA General Mgr. Eng, and DCR Comm'r 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 daily cycle commuters who need to travel from Cambridge to Boston, this would make a huge difference for me and my wife.

Sincerely,
Alex

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From: [Jennifer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 6:28:44 AM

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,

Jen Lacroix

Cambridge

Sent from my iPhone

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From: [Konstantinos F. Zafiriou](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 6:27:10 AM

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,

Kostas Zafiriou

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From: [Hugh Freund](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 6:16:09 AM

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,

Hugh Freund

24 Windsor St, Arlington, MA

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From: [Paolo Testolina](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 5:48:50 AM

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

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.

Sincerely,

Paolo Testolina

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From: [P.M](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the bike & pedestrian Path in the Draw One Project
Date: Monday, January 6, 2025 5:47:12 AM

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

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 & pedestrians & handicapped folks.

| Thank you for making transportation safer and more sustainable.

| Sincerely,
Paula Maute

68 Bolton St, Cambridge, MA 02140

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From: [Conleigh Byers](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 5:25:11 AM

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,

Conleigh Byers

3 Sacramento St, Cambridge MA 02138

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From: [Giulia Mansutti](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 5:18:16 AM

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,

Giulia Mansutti

--

Giulia Mansutti, PhD
Postdoctoral Researcher
Wellman Center for Photomedicine
Massachusetts General Hospital
Harvard Medical School

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From: [Stephanie Galaitsi](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One Project needs a Multi-Use Path that Children can Benefit From
Date: Monday, January 6, 2025 3:41:09 AM

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

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.

Sincerely,
Stephanie Galaitsi

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From: [Emilie Heilig](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Keep Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 2:43:53 AM

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

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.

Sincerely,

Emilie Heilig

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From: [Anna Kelley](#)
To: [DrawOne](#)
Subject: Draw One pedestrian path
Date: Monday, January 6, 2025 2:12:37 AM

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.

You have a duty to the people you serve,
-Anna Kelley (she/her)

Sent with [Proton Mail](#) secure email.

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From: [Pavla Páchová](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 1:55:41 AM

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

Pavla Pachova

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From: [Drew Graham](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 1:13:07 AM

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,
Drew

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From: [Cole rainy-slavick](#)
To: [DrawOne](#)
Subject: Abandoning legal requirements
Date: Monday, January 6, 2025 1:03:54 AM

Hello,

I am writing to insist that the legally mandated pedestrian crossing be included in this 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: <https://archive.org/details/charlesrivercrosunit/page/448/mode/2up> (p. 6-3):

“In addition, complete cross-river passage for pedestrians on 700 lf 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: <https://archive.org/details/newcharlesriverb00mass/page/12/mode/2up>

As recently as 2017, in the update to that plan: <https://www.mass.gov/doc/new-charles-river-basin-master-plan-2017-update/download> 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 kettle 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. Saying it might happen eventually and a making a commitment to “talking about potential options” is no where near enough for a project that was originally supposed to be completed over 20 years ago and which the MBTA was explicitly planning to build previously.

Please do the right thing.

Sincerely,
Cole Rainey-Slavick

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From: [Paul Fisher](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Draw One pedestrian path
Date: Monday, January 6, 2025 12:55:54 AM

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.

Thank you for your attention!

Paul Fisher
Cambridgeport

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From: [Ethan LaFontaine](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Support for the multi-use path on the draw one project
Date: Monday, January 6, 2025 12:51:52 AM

Hi all,

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.

Best regards,
Ethan

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From: [Erika Silva](#)
To: [DrawOne](#)
Subject: Feedback on Draw One Lack of Pedestrian Bridge
Date: Monday, January 6, 2025 12:51:19 AM

Hello,

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.

Thank you,
Erika Silva
Jamaica Plain, MA 02130

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From: [Máire Quigley](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 12:46:46 AM

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, Maire Quigley

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From: [Dan Totten](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Monday, January 6, 2025 12:16:58 AM

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,

Dan Totten
54 Bishop Allen Drive
cambridge

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From: [Mike Frysinger](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 12:16:50 AM

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 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 & strollers & 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.

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From: [A. L. Acevedo](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 12:08:16 AM

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,
Anthony

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From: [Matthew De Remer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:31:24 AM

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 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.

Sincerely,

Matthew De Remer

Arlington MA

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From: [brian.martins](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:26:53 AM

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,
Brian

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From: [Oskar Heinrich Cornelis Weser](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:24:42 AM

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,
Oskar Weser

Dr. Oskar Weser
Postdoctoral Associate at the Massachusetts Institute for
Technology
Troy van Voorhis group
MIT building 6-232, 182 Memorial Dr, Cambridge, MA 02139, USA
mcocdawc@mit.edu
+1 (617) 359 8995

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From: [Alexandra Wilson](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:24:10 AM

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 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.

Sincerely,

Alexandra

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From: [Ruthann Rudel](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Must have bike-pedestrian infrastructure on Draw One Bridge
Date: Monday, January 6, 2025 10:24:05 AM

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.

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.

Sincerely,
Ruthann Rudel,
Cambridge, MA

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From: [Matt Stafford](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [Cynthia Creem - MA Gov](#)
Subject: Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:23:41 AM

Dear Governor Healey, MBTA General Manager Eng, Representative Amy Mah Sangiolo, Senator Cynthia Creem, 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,
Matthew Stafford

[Matt Stafford, MPH](#)

[617-775-6418](#)

[he/him/his](#)

[#blacklivesmatter](#)

[#stopasianhate](#)

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From: [Pereira, Erika-Leigh](#)
To: [DrawOne](#)
Subject: Draw One Bridge Meetings
Date: Monday, January 6, 2025 10:22:58 AM

Hi -

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?

Thank you.

Erika Pereira
Council Aide
epereira@Cambridgema.gov
617-349-9429

Please note, all emails to and from this address are subject to a Freedom of Information request.

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From: [Elizabeth Hanlon](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:19:42 AM

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

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.

Best,

Liz Hanlon

781-264-5028 | liz.c.hanlon@gmail.com

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From: [Purplestitching](#)
To: [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:17:23 AM

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 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.

Sincerely,

Matthias Remillard

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From: [Patrick Meyer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:16:11 AM

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 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.

Sincerely,

Patrick Meyer

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From: [Read, David C., DFCI](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Connecting Cambridge to North Station
Date: Monday, January 6, 2025 10:16:10 AM

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

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 Read

The information transmitted in this electronic communication is intended only for the person or entity to whom it is addressed. It may also contain confidential and/or privileged material. Any use of the information transmitted by persons or entities other than the intended recipient is strictly prohibited. If this email was sent to you in error and includes sensitive Dana-Farber information (for example, patient information, Social Security Numbers, credit card information), please communicate this to Dana-Farber's Compliance Hotline at www.compliancereport.org . If the information transmitted does not contain such sensitive information, please contact the sender and properly dispose of the email.

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From: [Jesse Gubb](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:15:44 AM

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.

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.

Sincerely,
Jesse Gubb
Somerville, MA

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From: [David Scott](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:12:21 AM

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

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.

Sincerely,

David Scott

63 Boston Street, #2, Somerville, MA

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From: [John Burkhardt](#)
To: [DrawOne](#)
Subject: Bike and pedestrian connection required
Date: Monday, January 6, 2025 10:12:10 AM

Dear MBTA,

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.

Thank you,

John Burkhardt
Arlington

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From: [Ariana Olson](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the multi-use path in the Draw One project
Date: Monday, January 6, 2025 10:11:26 AM

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. 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.

Sincerely,

Ariana Olson

Cambridge

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From: [George Schneeloch](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Re: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:11:18 AM

I am a Massachusetts resident and voter. My address is 81 School St Apt 1 Somerville, MA

On Mon, Jan 6, 2025, 10:10 AM George Schneeloch <noiseapella@gmail.com> wrote:
Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo:

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.

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From: [Thomas Egan](#)
To: [DrawOne](#)
Subject: Draw One Comments
Date: Monday, January 6, 2025 10:11:09 AM

Hello,

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.

Thank you,

Tom
Somerville, MA

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From: [George Schneeloch](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:10:24 AM

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

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.

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From: [Christina Spinelli](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:07:54 AM

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 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.

Best,
Christina Spinelli
4 Rena Street
Allston, MA

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From: [Meredith Moore](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:07:38 AM

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

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.

Sincerely,
Meredith Moore

16 Alpine St, Cambridge

Sent from my iPhone

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From: [Marc Davidson](#)
To: [DrawOne](#)
Subject: Draw One bicycle pedestrian crossing
Date: Monday, January 6, 2025 10:03:36 AM

Dear Governor Maura Healey, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrigo, and MassDOT Secretary Monica Tibbits-Nutt,

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.

Thank you,
Marc Davidson
63 West St
Medford
iPhone

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From: [Francis Ndicu](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:03:30 AM

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,

Francis Ndicu

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From: [Lady Microbear](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: The Multi-Use Path Needs to be Included
Date: Monday, January 6, 2025 10:03:04 AM

Hi,

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.

Thanks!
Claudia

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From: [Cheryl Danner](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:01:45 AM

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

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.

Sincerely,
Cheryl Danner

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From: [Pammi Bhullar](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Request: Bike safety cambridge boston north station
Date: Monday, January 6, 2025 10:01:35 AM

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,

Pammi Bhullar

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From: [Kevin Block-Schwenk](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:00:21 AM

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 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.

Sincerely,

Kevin Block-Schwenk
92 Gordon St. Apt. 403
Brighton, MA 02135
kblockschwenk@berklee.edu

--

Interviews I've done with over 200 Berklee alumni with successful non-music careers can be seen at <http://www.otherberkleealumni.com/>

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From: [Ron Newman](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: [Cambridge Bicycle Safety IEPAC](#); friendspath@yahoo.com
Subject: Include a Pedestrian/Bike drawbridge in the Draw One Project
Date: Monday, January 6, 2025 9:59:08 AM

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.

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From: [Shaun Sullivan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:58:38 AM

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,

Shaun Sullivan
405 W 1st St
Boston MA 02127
413-346-8014

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From: [Alex Galimberti](#)
To: [DrawOne](#)
Cc: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:58:05 AM

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 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.

Sincerely,

Alex Galimberti

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From: [shawdee.eshghi](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:56:04 AM

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,

Shawdee Eshghi

Cambridge resident

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From: [Chuck Carney](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:55:37 AM

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,

Chuck Carney

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From: [Alec Rogers](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:54:57 AM

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,

Alec Rogers

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From: [Max Bridges](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:54:57 AM

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 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.

Regards,

Max Bridges

Somerville, MA

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From: [Jessica Lipschitz](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:54:05 AM

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 Lipschitz

--

Jessica Morrow Lipschitz, PhD

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From: [Kristen Watkins](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the multi use path in Draw One!
Date: Monday, January 6, 2025 9:53:37 AM

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 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.

Sincerely,
Kristen Watkins

Cambridge resident

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From: [Sam Bernstein](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:50:06 AM

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,

Sam Bernstein
He/him/his
Cell: (603) 209-4569
Email: sam.eliot.bernstein@gmail.com

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From: [K. Molloy](#)
To: [Constituent Services \(GOV\)](#); [Eng, Phillip](#); [Brian.Arrigo@mass.gov](#); [Tibbits-Nutt, Monica \(DOT\)](#); [DrawOne](#)
Subject: Please restore the Draw One ped/bike connection as promised for the Big Dig mitigation
Date: Monday, January 6, 2025 9:49:24 AM

Dear Governor Maura Healey, MBTA General Manager Philip Eng, DCR Commissioner Brian Arrigo, and Secretary of Transportation Monica Tibbits-Nutt,

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.

Best regards,

Karen Molloy
197 Highland Ave,
Somerville, MA 02143

=====
kmolloy@gmail.com

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From: [Dustin Hilt](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:44:32 AM

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 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.

Sincerely,
Dustin Hilt

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From: [Jacob Epstein](#)
Cc: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:42:01 AM

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 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.

Sincerely,

Jacob Epstein

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From: [Ted Moore](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:41:11 AM

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 currently bike between east cambridge and Boston's seaport, and I return via the north end/north station where I go past the leverett 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.

Sincerely,
Ted Moore

Cambridge, MA

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From: [Abigail K. Starr](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:38:10 AM

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 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.

Sincerely,
Abigail Starr
Cambridge, MA

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From: [Alex Frieden](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [Allison Frieden](#)
Subject: Include the Multi-Use Path in the Draw One Project for a safer eastern massachusetts
Date: Monday, January 6, 2025 9:33:44 AM

Dear Governor Healey, MBTA General Manager Eng, and DCR Commissioner Arrigo,
My name is Alex Frieden. 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 Frieden

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From: [Matthew Lawlor](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:33:27 AM

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,
Matt Lawlor

--

Matthew J. Lawlor
matthew.j.lawlor@gmail.com
617.966.3614
15 Basto Terrace, Roslindale, MA 02131

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From: [Eric T](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the Pedestrian/bike path to North Station!
Date: Monday, January 6, 2025 9:32:13 AM

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.

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.

Sincerely,

Eric Tracey

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From: [Aurélien Bégot](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:30:01 AM

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 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.

Sincerely, Aurélien Bégot

US Number: +1 (617) 294-9232

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From: [Cowherd, Robert](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:29:44 AM

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 Cowherd

Robert Cowherd, Ph.D., Professor, Wentworth Institute of Technology +1 617 308-5041

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From: [Tyler Barron](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:28:55 AM

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

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.

Sincerely,
Tyler Barron

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From: [Ali Scholes](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:23:47 AM

Subject: Include the Multi-Use Path in the Draw One Project

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,

Alison Scholes

Jay Brubaker (age 12) and Ryan Brubaker (age 9)

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From: [Jasmine Moran](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:22:05 AM

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

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.

Sincerely,
Jasmine Moran

Jasmine Moran, Licensed Acupuncturist
www.jasmine-acupuncture.com
www.jasminesporchmusic.com

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From: [Emma Reading](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:22:01 AM

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,
Emma

--

Emma Michaela Reading
Pronouns: she, her, hers
720-226-6636

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From: [Fay F](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:18:42 AM

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,
Fay Feghali

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From: [Tomás Kresina](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include a Multi-Use Path on the Draw One Project
Date: Monday, January 6, 2025 9:14:19 AM

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 only way to reduce traffic is to reduce the number of vehicles on the road, and providing safe, realiable, 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.

Thank you,

Tomas Kresina

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From: [Linda Nieman](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:12:42 AM

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 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.

Sincerely,
Linda

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From: [Maddy Augustine](#)
To: [DrawOne: Mass Parks \(DCR\): Constituent Services \(GOV\)](#)
Subject: Draw One Project - Include the Multi-Use Path to improve safe and active transportation
Date: Monday, January 6, 2025 9:12:02 AM

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. 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.

--

Madeline Augustine
E-mail | m.augustine.m@gmail.com
Cell | (650) 798-5745

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From: [Stephanie Wasiuk](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:07:08 AM

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, pedestrians, bikers, and more.

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

Sincerely,
Stephanie Wasiuk

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From: [Cynthia Le](#)
To: [Mass Parks \(DCR\)](#); [DrawOne](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:04:57 AM

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.

Warmly,

Cynthia

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From: [Laura Schaub](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 9:01:01 AM

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,
Laura Schaub

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From: [Susan Brennan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); constituent.services@state.ma
Cc: [Howard Burke](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:58:14 AM

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,
Susan Brennan & Howard Burke
Arlington MA

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From: [Andrew Ray](#)
To: [DrawOne](#)
Subject: Draw One Project Pedestrian Path
Date: Monday, January 6, 2025 8:58:11 AM

To Whom It May Concern:

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.

Sincerely,

Andrew Ray
Resident, Cambridge MA

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From: [Joshua Berkowitz-Geller](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:57:16 AM

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 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.

Sincerely,
[Your Name]

I can think of no more stirring symbol of man's humanity to man than a fire engine. ~Kurt Vonnegut

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From: [Steven Rome](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:56:46 AM

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

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.

Sincerely,
Steven Rome

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From: [Gianpaolo Gobbo](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:55:00 AM

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,

Gianpaolo Gobbo

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From: [Patrick Burkett](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:54:38 AM

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 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.

Sincerely,
Patrick Burkett

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From: [Anna Yuen](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:53:03 AM

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 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.

Best,

Anna

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From: [B M](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One Bridge
Date: Monday, January 6, 2025 8:51:34 AM

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.

Commuting via bicycle as I 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.

Sincerely,
Brendan Mueller

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From: [Andrew Janjigian](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:50:59 AM

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 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.

Sincerely,
Andrew Janjigian

Andrew Janjigian
website: www.wordloaf.org
newsletter: newsletter.wordloaf.org
book: [bread baker's pocket companion](#)
bluesky/instagram: **wordloaf**
elsewhere: <https://linktr.ee/wordloaf>
ajanjigian@wordloaf.org
[he/him/his]

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From: [Jack Zalewski](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:48:31 AM

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

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.

Thank you for you time,

Jack Zalewski
Cambridge Resident

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From: [Sofia Warner](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:45:39 AM

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,

Sofia Warner

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From: [Mike Green](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:42:30 AM

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,
Mike Green, Cambridge, MA

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From: [Elisabeth Adams](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:40:07 AM

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 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 bath 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.

Sincerely,

Elisabeth Adams

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From: [Alex Spasic](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:36:24 AM

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,
Alex Spasic

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From: [Hope Turner](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:34:05 AM

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,

Hope Turner

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From: [Becky Sarah](#)
To: [DrawOne](#)
Subject: Please be sure to Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:33:34 AM

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

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.

Sincerely,
Becky Sarah

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From: [Jeffrey S. Oishi](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:33:09 AM

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

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.

Sincerely,

Jeffrey S. Oishi

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From: [Adam Pacheck](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:30:05 AM

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 Pacheck

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From: [Sarah G](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:28:30 AM

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

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.

Thank you,
Sarah Gaylord

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From: [Liz Martin](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:27:21 AM

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,

Liz Martin

--

Liz Martin
Broad Institute, Senior Computational Associate
Massachusetts Institute of Technology Class of 2018, MEng 2020
Departments of Computer Science and Biology

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From: [Christopher Cullen](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:24:20 AM

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,
Chris Cullen

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From: [Sara Rostampour](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Multi use path needed in Draw One
Date: Monday, January 6, 2025 8:23:30 AM

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

As a driver, pedestrian, and bicyclist (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.

Sincerely,

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From: [Darcy Duke](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:20:09 AM

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

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.

Sincerely,

J Darcy Duke

Somerville MA

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From: [Justin Green](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:18:45 AM

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,
Justin Green

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From: [Marjorie Y](#)
To: [DrawOne](#)
Subject: pedestrian connection over the Charles to North Station
Date: Monday, January 6, 2025 8:15:49 AM

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

Thank you

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From: [Jana Epstein](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:15:24 AM

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 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.

Sincerely,

Jana Epstein

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From: [Travis McGrath](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include Multi-Use Path in Draw One
Date: Monday, January 6, 2025 8:12:41 AM

Governor Healey, MBTA GM, and DCR Commissioner:

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.

Sincerely,

Travis McGrath

Somerville

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From: [Ryan Houlette](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:03:15 AM

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 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.

Sincerely,

Ryan Houlette

Cambridge

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From: [Karen Thomas](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Fwd: Multi use path project
Date: Monday, January 6, 2025 8:03:00 AM

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

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.

Sincerely,

Karen Bell Thomas

Arlington, MA

Sent from my iPhone

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From: [Eckstrom, Karl](#)
To: [Schmidt, Jonathan \(FTA\)](#); [Ennis, John M.](#); [Hobbick, Cade W.](#); [Bromberg, Samantha A.](#); [Martin Nee](#)
Cc: [Paganelli, Tess](#); [Choubah, Nicolas](#); [Armand, Ashley](#); [Zhou, Sam \(Xin\)](#); [DrawOne](#)
Subject: RE: Draw One EA comments received | 01-06-25
Date: Monday, January 6, 2025 8:02:46 AM
Attachments: [Draw 1 Comment Emails \(4\) Sat 1-4-2025.pdf](#)
[image001.png](#)
[Draw 1 Comment Emails \(170\) Sun 1-5-2025.pdf](#)
[Draw 1 Comment Emails \(38\) Mon 1-6-2025.pdf](#)

Good morning, all.

As mentioned in my email from last night, I have compiled the email comments that have been received by the project inbox, with all the activity since Friday afternoon's EJ Open House. There are three pdf documents attached:

- Saturday 1/4/2025: 4 emails received
- Sunday 1/5/2025: 170 emails received
- Monday 1/6/2025: 38 emails received (As of 7:45am); ***I will continue to monitor and update the traffic on the remainder of the morning's activity through the 12:00PM comment period deadline.*** Next update will be in the **10:00AM** range.

Emails in the pdf file are in chronologic order received, with the newest on top for each day's activity.

While I have not read each and every single email, it appears most are advocating for the inclusion of the Multi-Use Bike/Ped Pathway in the project scope. There are some with aesthetic and historic remnant items included as well, so these should all be vetted for incorporation into the record.


Thank you,
Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231
| keckstrom@mbta.com

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Sunday, January 5, 2025 9:02 PM
To: DrawOne <drawone@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>; Zhou, Sam (Xin) <SZhou@MBTA.com>
Subject: Re: Draw One EA comments received | 01-05-25

FYI - they are still coming in on a regular pace, and I realized that my previous screenshot was most likely not visible. See attached updated screenshot.

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Sunday, January 5, 2025 8:51 PM
To: DrawOne <drawone@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>; Zhou, Sam (Xin) <SZhou@MBTA.com>
Subject: Re: Draw One EA comments received | 01-05-25

Good evening, team.

Updating you all that there appears to be a concerted comment effort on-going with respect to the pedestrian / bicycle river crossing connection. Since yesterday (Saturday) there has been 24 incoming emails with pedestrian connection theme, many of which are duplicate subject lines. I will be forwarding them all to the group in the morning, but here is a screenshot of the in-box for the weekend:



Regards,
Karl

 **Karl E. Eckstrom, P.E.** | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: DrawOne

Sent: Thursday, January 2, 2025 7:32 PM

To: Eckstrom, Karl <KEckstrom@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>

Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@mbta.com>

Subject: RE: Draw One EA comments received | 01-02-25

Good evening, folks.

We did receive the attached emails during tonight's hearing.

- Mr. Dan Jaffe
- Ms Sascha Hernandez

Thank you,

Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl <KEckstrom@MBTA.com>

Sent: Thursday, January 2, 2025 4:32 PM

To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>

Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@MBTA.com>

Subject: RE: Draw One EA comments received | 01-02-25

Good afternoon, Team.

Sending along copies of another six (6) emailed comments and response emails for your use in logging the activity for the EA. All but one were messages with support from various stakeholders. There was one question / comment email from an individual requesting pedestrian access / connection between greenways across the river.

Here is the list:

- City of Beverly, MA
- Northern Middlesex Council of Governments (NMCOG)
- Merrimack Valley Planning Commission (MVPC.org)
- City of Melrose, MA
- Town of Harvard, MA
- Gershon Gacs (gershongacs@gmail.com)

Thank you,

Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program |
+1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl

Sent: Thursday, December 26, 2024 12:08 PM

To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>; Martin Nee <martin.nee@hdrinc.com>

Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>; Armand, Ashley <AArmand@mbta.com>

Subject: RE: Draw One EA comments received | 12-10-24

Good afternoon, Team.

Sending along copies of six (6) email / comments and response emails for your use in the logging the activity for the EA. Most have been messages w/ support from various stakeholders. There was one request for a time extension on the comment period, but that was also rescinded on Monday, 12/23.

Here is the list:

- Town of Saugus (12/20/24; responded 12/23/2024 2:44pm)
- Cambridge Community Development Dept (12/23 emails; responded 12/24/24 8:49am)
- Town of Belmont, MA (12/23/24; responded 12/23/24 3:55pm)
- Greater Portland Council of Governments (Maine) (12/24/24, responded 12/26/24 11:07am)
- Boston Sand & Gravel (Dean Boylan) (12/24/24, responded 12/26/24 11:09am)
- Town of Medford, MA (12/24/24, responded 12/26/24 11:12am)

Thank you,

Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Eckstrom, Karl

Sent: Thursday, December 12, 2024 2:27 PM

To: Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Ennis, John M. <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>

Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>

Subject: RE: Draw One EA comments received | 12-10-24

Good afternoon, team.

Prior to our Environmental coordination internal meeting this afternoon, I just wanted to let this group know that the project has NOT received any further email / comments to share with you all. We will continue to monitor the project inbox and send anything new comments that come in.

Karl



Karl E. Eckstrom, P.E. | SR Director – MBTA Capital Delivery
Bridge Program | +1(857) 329-8231 | keckstrom@mbta.com

From: Schmidt, Jonathan (FTA)
<Jonathan.Schmidt@dot.gov>

Sent: Wednesday, December 11, 2024 7:49 AM

To: Eckstrom, Karl <KEckstrom@MBTA.com>; John.Ennis <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: RE: Draw One EA comments received | 12-10-24

And so it begins. Thank you, Karl.

JS

From: Eckstrom, Karl <KEckstrom@MBTA.com>
Sent: Tuesday, December 10, 2024 6:23 PM
To: John.Ennis <John.Ennis@stvinc.com>; Hobbick, Cade W. <Cade.Hobbick@stvinc.com>; Bromberg, Samantha A. <Samantha.Bromberg@stvinc.com>
Cc: Paganelli, Tess <tpaganelli@MBTA.com>; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>; Choubah, Nicolas <NChoubah@mbta.com>
Subject: Draw One EA comments received | 12-10-24

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Mark – good afternoon.

As discussed earlier today, there have been two emails received by the DrawOne@mbta.com inbox since the document was made public on Friday, 12/6. One was from yesterday, and other from today and both emails are attached above. Please begin the process of logging and preparing draft responses for the project.

Thank you.

PS

I will be forwarding a copy of the pedestrian bridge item to our GM's office for awareness and discussion with upcoming weekly coordination meeting with DCR.

Karl E. Eckstrom, PE

Senior Director, Capital Delivery Bridge/Structures Program

10 Park Plaza Suite 5170 | Boston, MA 02116 |

Cell: 857.329.8231 | keckstrom@mbta.com



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From: [Jessica Yates](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 8:01:35 AM

Dear MBTA General Manager Eng,

Governor Healey, 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. 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.

Sincerely,
Jessica Yates

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From: [Laura McMurry](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Multi-Use Path / Draw One Project
Date: Monday, January 6, 2025 8:00:25 AM

To:

Governor Maura Healey
MBTA General Manager Phillip Eng
DCR Commissioner Brian Arrigo

Re:

Multi-Use Path / Draw One Project

My comment:

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.

Thank you.

Sincerely,

Laura McMurry
334 Harvard St, Apt H2
Cambridge, MA 02139

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From: [madonna kinne](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:56:32 AM

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 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.

Sincerely,

Madonna Kinne

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From: [Ariel White](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:55:12 AM

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 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.

Sincerely,

Ariel White

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From: [Gus Jaynes](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:54:31 AM

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.

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From: [Mariah Villarreal](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Draw One - Accessible pedestrian and bicycle path
Date: Monday, January 6, 2025 7:53:36 AM

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

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.

Sincerely,
Mariah Villarreal
Cambridge, MA

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From: [Weisz, Al \(DCP\)](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Including the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 7:49:09 AM

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.

Regards,

-al

AL WEISZ AIA LEED AP

Project Manager

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From: [Jessica Feitor](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 12:47:00 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.

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

Sincerely,
Jessica Feitor

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: [Glenn Pransky](#)
To: [DrawOne](#)
Subject: Pedestrian bridge
Date: Monday, January 6, 2025 12:41:13 PM

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
102 barton dR
Sudbury ma

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: [Julia Dudley-Kramer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 12:25:21 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 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.

Sincerely,
Julia Dudley-Kramer

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From: [Robert Fitzpatrick](#)
To: [DrawOne](#)
Subject: Please restore ped/bike in Draw One project, as promised for Central Artery air quality mitigation!
Date: Monday, January 6, 2025 12:18:21 PM

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).

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.

Thank you,

Bob FitzPatrick

66 Medford St.

Malden MA 02148

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From: [Mai Nguyen](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 12:14:08 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. 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.

Sincerely,
Mai Kim Nguyen

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From: [Craig Della Penna](#)
To: [DrawOne](#); [Alan Moore](#); [Glenn Pransky](#); [Ben Bayes](#)
Subject: Draw One comments.
Date: Monday, January 6, 2025 12:02:21 PM
Attachments: [Draw One letter 1-6- 25.pdf](#)

[Please see this letter and the attached one on our letterhead.](#)

Dear Governor Maura Healey, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrigo, and Secretary of Transportation Monica Tibbitts-Nutt,

We, Norwottuck Network, add our voice to this 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 \$200 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 in that almost 12 years ago, the head of MassDOT at the time, Richard A. Davey wrote a one-page letter—enclosed on page 2—that committed the Commonwealth to seek-out and build 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.

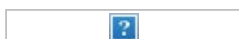
Respectfully yours,

Craig P Della Penna
President, Norwottuck Network, Inc.

-
- ☐ [413 575 2277](tel:4135752277)
 - ☐ FinishTheRailTrail.org
 - ☐ CraigDP413@gmail.com
 - ☐ [62 Chestnut St, Florence MA 01062](#)



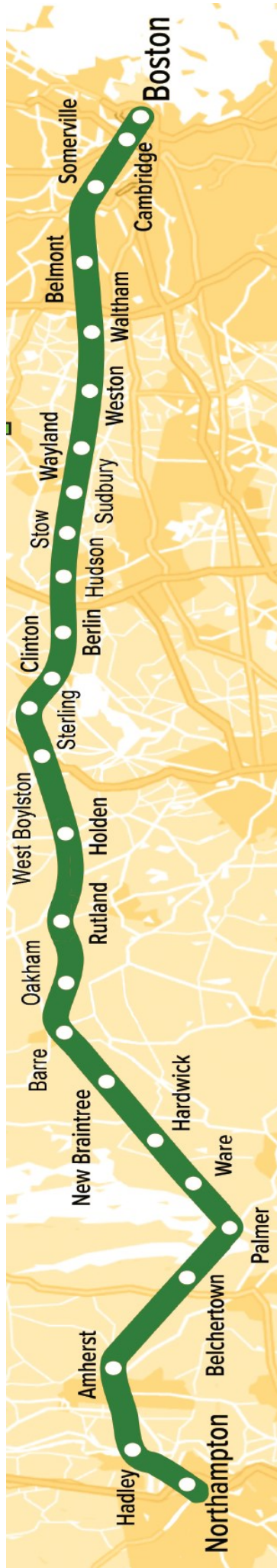
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MASS CENTRAL RAIL TRAIL — BOSTON TO NORTHAMPTON —104 MILES

Dear Governor Maura Healey, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrigo, and Secretary of Transportation Monica Tibbits-Nutt,

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 its 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 \$200 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 in that almost 12 years ago, the head of MassDOT at the time, Richard A. Davey wrote a one-page letter —enclosed on page 2—that committed the Commonwealth to seek-out and build 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. There 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.

Respectfully yours,

Craig Della Penna, President
Norwottuck Network, Inc.

62 Chestnut Street Florence, MA 01062-1405

CraigDP413@gmail.com 413 575 2277



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO

massDOT
Massachusetts Department of Transportation

April 3, 2013

Stephen Smith, Executive Director
Southeastern Regional Planning & Economic Development District
88 Broadway
Taunton, MA 02780

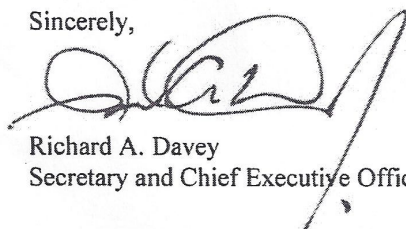
Dear Mr. Smith:

I am writing to clarify MassDOT's policy on the introduction of shared use trails along active rail lines. While MassDOT has consistently supported the appropriate development of rails with trails, we have considered their implementation on a case-by-case basis. This method of analysis has, unfortunately, caused unnecessary difficulties and tended to result in little to no progress for proposed rails with trails. Going forward, therefore, MassDOT will as a matter of policy permit the construction of shared-use paths along active or planned railroad rights-of-way provided appropriate fencing separates the two uses. Further, the design and construction of such fencing is an eligible project cost for such projects and MassDOT will participate in funding as appropriate.

MassDOT is firmly committed to improving bicycling and walking conditions across the Commonwealth. We are actively pursuing the implementation of the 740-mile, seven-corridor Bay State Greenway (BSG) that is identified in the 2008 Massachusetts Bicycle Transportation Plan. To that end, the Governor's transportation finance plan (*The Way Forward*) provides approximately \$430 million for the construction of bicycle facilities, including the implementation of much of the BSG. Going forward, MassDOT will continue to seek new opportunities to increase healthy transportation options and to prompt mode shift from single-operator vehicles to more sustainable transportation options. MassDOT asks that you join us in developing and funding such multi-modal transportation opportunities.

Should you have any questions on this policy, please feel free to contact David Mohler, MassDOT's Executive Director of Planning, at (857) 368-8865 or david.mohler@state.ma.us.

Sincerely,



Richard A. Davey
Secretary and Chief Executive Officer

cc: Frank DePaola, Highway Administrator
Dr. Beverly Scott, Rail and Transit Administrator
David Mohler, Executive Director of Planning

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TDD: 857-368-0655
www.mass.gov/massdot

From: [Christopher Cassa](#)
To: [Constituent Services \(GOV\)](#); [Eng, Phillip](#); [Brian.Arrigo@mass.gov](#); [Tibbits-Nutt, Monica \(DOT\)](#); [DrawOne](#)
Cc: [Butler, Peter \(DOT\)](#); [Gaertner, Kurt \(EEA\)](#); [Mass Parks \(DCR\)](#); [Cushing, Daniel \(DCR\)](#); [Patricia Jehlen - MA Gov](#); [Christine Barber - MA Gov](#); [Mike Connolly - MA Gov](#); [Uyterhoeven, Erika - Rep. \(HOU\)](#); [MEPA \(EEA\)](#); [MassDOT](#)
[PPDU](#); [Garrity, Michael \(DOT\)](#); [Lucien, Lionel \(DOT\)](#); [MEPA-EJ \(EEA\)](#); [Matthew.Hartman@masenate.gov](#); [Brendan](#)
[Crighton - MA Gov](#); [peter.sutton](#); [Deignan, Bill](#); [areker](#); [City Manager Cambridge - MA Gov](#);
[vineet.gupta@boston.gov](#); [jascha.franklin-hodge@boston.gov](#); [transportation@somervillema.gov](#)
Subject: Joint group letter: Please restore the Draw One path connection, as promised for Big Dig mitigation
Date: Monday, January 6, 2025 12:01:03 PM

Dear Governor Maura Healey, MBTA General Manager Phillip Eng, DCR Commissioner Brian Arrigo, and Secretary of Transportation Monica Tibbits-Nutt,

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 1000 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 reinstate the pedestrian and bicycle crossing, keeping the commitment to this mitigation promised as part of the Central Artery Project.

Signed,

Livable Streets Alliance (<https://www.livablestreets.info/>)

Charles River Conservancy (<https://thecharles.org/>)

WalkMassachusetts (<https://walkmass.org/>)

Cambridge Bicycle Safety (<https://www.cambridgebikesafety.org/>)

Massachusetts Bicycle Coalition (<https://www.massbike.org/>)

Boston Cyclists Union (<https://bostoncyclistsunion.org/>)

Friends of the Community Path (<https://www.facebook.com/FriendsoftheCommunityPath/>)

Car Free Boston (<https://carfreeboston.org/>)

Malden Safe Streets (<https://www.maldenbbpadvocates.com/>)

Somerville Bicycle Safety (<https://somervillebikesafety.org/>)

Somerville Alliance for Safe Streets (SASS) (<https://sass-somerville.org/>)

East Coast Greenway Alliance (<https://www.greenway.org>)

BU Bridge Safety Alliance (<https://tinyurl.com/bubridgesafetyalliance>)

Somerville Transportation Equity Partnership (STEP) (<https://www.somervillestep.org>)

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From: [Jen Rowe](#)
To: [DrawOne](#)
Subject: City of Boston North Station Draw One Draft EA Comments
Date: Monday, January 6, 2025 12:00:49 PM
Attachments: [Draft North Station Draw One Comment Letter \(1\).pdf](#)

Dear Draw One team,

Thank you for the opportunity to comment on the Draft Environmental Assessment for the North Station Draw One Bridge Replacement Project. Please see the attached letter with comments from the City of Boston.

Best,
Jen



Jen Rowe (*she/they*)
Regional Transportation Planner
Streets - Policy & Planning
(o) 617-635-1378
(c) 617-259-4591

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City of Boston
Mayor Michelle Wu
Public Works & Transportation

Phillip Eng, General Manager
Massachusetts Bay Transportation Authority
10 Park Plaza, Boston, MA 02116

Peter Butler
Federal Transit Administration
220 Binney Street, Cambridge, MA 02142

January 6, 2025

Dear General Manager Eng and FTA Regional Administrator Butler,

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



City of Boston
Mayor Michelle Wu
Public Works & Transportation

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.

Sincerely,

A handwritten signature in black ink, appearing to read "Jascha Franklin-Hodge".

Jascha Franklin-Hodge
Chief of Streets
City of Boston

CC:

Monica Tibbitts-Nutt, Secretary, Massachusetts Department of Transportation;
Rebecca Tepper, Secretary, Executive Office of Energy and Environmental Affairs;
Brian Arrigo, Commissioner, Department of Conservation and Recreation

From: [Cassiana Robinson](#)
To: [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#); [DrawOne](#)
Subject: PLEASE Commit to Including the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:58:50 AM

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.

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.

Sincerely,
C. Robinson

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From: [Judy Tymon](#)
To: [DrawOne](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the North Station Draw One Project
Date: Monday, January 6, 2025 11:58:26 AM

Dear Governor Healey MBTA General Manager Eng and DCR Commissioner Arrigo

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!!

Sincerely
Judy Tymon
39 Lime St.
Newburyport MA
jmtconsult511@gmail.com
978-518-7503

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From: [Emily Botelho](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Inclusion of a multi-use path in the "Draw One" Project
Date: Monday, January 6, 2025 11:57:23 AM

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

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.

--

Kind Regards,
Emily Botelho

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From: [Hannah Ahn](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:56:02 AM

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

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.

Sincerely,
Hannah Ahn

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From: [Sarah Block](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: [Marjorie Decker - MA Gov](#); [Patricia Jehlen - MA Gov](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:54:38 AM

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 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.

Sincerely,
Sarah Block, 24 Shepard Street, Cambridge, MA 02138

--

Sarah Block (she/her)
617-642-8389

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From: [Regan, Susan,Ph.D.](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:53:50 AM

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,
Susan Regan

Susan Regan, PhD
Senior Research Scientist
Division of General Internal Medicine
Massachusetts General Hospital
100 Cambridge Street, 16th floor
Boston, MA 02114
Email: sregan@mgh.harvard.edu
Phone: 617.724.4656

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From: [Neil H](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include Multi-Use Path in Draw One Project
Date: Monday, January 6, 2025 11:52:39 AM

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 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.

Sincerely,
Neil He

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From: [Kathleen Francis](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:50:16 AM

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 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.

Sincerely,
Kathleen Francis

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From: [Adam Lewandowicz](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:49:16 AM

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

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.

Sincerely,
Adam Lewanowicz

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From: [Derek Lichter](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the multi-use path in the Draw One project
Date: Monday, January 6, 2025 11:47:30 AM

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

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 (& 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.

Sincerely,
Derek Lichter
Cambridge, MA

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From: [Erin Sunderland](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Multi-use path in Draw One project
Date: Monday, January 6, 2025 11:46:40 AM

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,
Erin Sunderland

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From: [Jack Lemanski](#)
To: [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:45:47 AM

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.

Best,

Jack

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From: [Reker, Andrew](#)
To: [DrawOne](#)
Cc: [General Manager's Office, MBTA](#); [publicengagement](#); [City Manager Cambridge - MA Gov](#); [Deignan, Bill](#); [Butler, Peter \(DOT\)](#)
Subject: North Station Draw One Project - City of Cambridge Comment on Draft EA
Date: Monday, January 6, 2025 11:45:25 AM
Attachments: [image001.png](#)
[MBTA DrawOne.pdf](#)

Good morning and Happy New Year:

On behalf of City Manager Yi-An Huang, I have attached for your review comments on the Environmental Assessment of the North Station Draw One bridge replacement project.

Thank you for the opportunity to provide feedback on this important project.

Thank you very much,
Andrew Reker

**Andrew Reker, Transit Prog.
Manager**

Transportation Planning Division
Community Development Department
City of Cambridge
344 Broadway, Cambridge, MA 02139



www.cambridgema.gov/CDD

areker@cambridgema.gov

M: 8:30-8:00 T-Th: 8:30-5:00 F: 8:30-Noon
My pronouns: he/him/his ([Why do I include this here?](#))

617-349-6959 TEL

617-349-4669 FAX

617-349-4621 TTY



[Book time to meet with me](#)

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City of Cambridge

Executive Department

YI-AN HUANG
City Manager

Monday, January 6, 2025

Via Electronic Submission

Peter Butler, Regional Administrator
Region 1 Office
Federal Transit Administration
220 Binney Street Suite 940
Cambridge, MA 02142

General Manager Phillip Eng
10 Park Plaza
Boston, MA 02116

Re: Draft Environmental Assessment Draw One Bridge Replacement Project – Cambridge
& Boston, Massachusetts

Dear Regional Administrator Butler and General Manager Eng:

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 bicyclist 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 bicyclist 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 e-mail to wdeignan@cambridgema.gov or by calling 617-349-4632.

Thank you for your consideration of my comments.

Sincerely,

Yi-An Huang

A handwritten signature in blue ink, appearing to read 'Yi-An Huang', with a stylized, flowing script.

City Manager, City of Cambridge

From: [Adrienne Marie Naylor](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:39:43 AM

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

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.

Adrienne Naylor
81 Franklin Street
Allston, 02134

On Wed, 12 Jun 2024 at 11:30, Adrienne Marie Naylor <cyd.grayson@gmail.com> wrote:

To the MBTA,

Keep your promise and add a pedestrian walkway to the North Station Drawbridge Plan.

Last week you announced you would move forward with a plan to replace the rail bridge which connects North Station to Cambridge. Missing from those plans was the pedestrian walkway which has been a requirement and promise since the Charles River Basin Master Plan in 1995.

The plan, which was created after the Big Dig project, promised to mitigate the environmental impact of the Big Dig and create recreational and green spaces for everybody in Boston, Cambridge, and Charlestown.

Right now the Charles River Esplanade is an incredible and hugely popular resource for pedestrians, commuters, and the environment. The Esplanade ends around the area of the current drawbridge, which prevents a loop-around connection into Cambridge, or an easily accessible connection to Charlestown, which limits the amount of users of that section of the Esplanade, but also limits the amount of commuters that come in through Cambridge or Charlestown.

Additionally, a pedestrian walkway could encourage people who work in Cambridge to take the T to North Station, removing strain on congested changeovers like Downtown Crossing.

For the safety and well-being of all, honor your commitment and include a pedestrian crossing.

Submitted for your consideration,

Adrienne Naylor

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From: [Cynthia Stillinger](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:37:28 AM

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

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.

Sincerely,

Cynthia Stillinger
69 Fairfax Street
Somerville MA 02144

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From: [Alan Moore](#)
To: [DrawOne](#)
Subject: Draw One bike/ped bridge comments due Monday noon
Date: Monday, January 6, 2025 11:36:49 AM

EMAIL TO: DrawOne@mbta.com

SUBJECT: Please restore the ped/bike crossing with Draw One rail bridge or commit to an alternate.

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) 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.

Thank you,
Alan Moore
23 Cherry St.
Somerville, MA 02144
617-455-2103

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From: [Alison Harris](#)
To: [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:36:31 AM

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,
Alison Harris

--

Alison Harris (she/her)

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From: [Abbi Holt](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: North Station Draw One Project
Date: Monday, January 6, 2025 11:36:14 AM

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. 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.

Sincerely,
Abbi Holt

--

Abbi Holt
Latin Teacher
Ottozon Middle School
<https://sites.google.com/site/msholtlatinsite/>

If you need this document translated or you need an interpreter, please call your child's school principal. Si necesita que se traduzca este documento o necesita un intérprete; por favor, llame al Director de la escuela de su hijo. Si vous avez besoin de faire traduire ce document ou si vous avez besoin d'un interprète, veuillez appeler le directeur de l'école de votre enfant. Se você precisar da tradução deste documento ou se precisar de um intérprete, ligue para o(a) diretor(a) da escola de seu(sua) filho(a). 如果你需要将这个文件翻译或者你需要一个口译员，请致电你孩子的校长 翻訳または通訳が必要な場合には 生徒が在籍している学校の学校長にご連絡ください Если вам нужен перевод этого документа или вам нужен переводчик, позвоните директору школы вашего ребенка.

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From: [Jill Gaulding](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:32:45 AM

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

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 -

Jill

Jill R. Gaulding (she/her)
31 Adams St, Apt. 1, Somerville, MA 02145
651.757.5268

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From: [Josh McLinden](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Re: Draw One Project: Include the promised multi-use path!
Date: Monday, January 6, 2025 11:31:10 AM

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

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.

Sincerely,

Josh McLinden
31 Hamlet St, Somerville

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From: [Brittany Gravely](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:24:19 AM

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

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.

Sincerely,

Brittany Gravely
Jamaica Plain, MA

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From: [Elizabeth Hudson](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:24:07 AM

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,

Elizabeth Hudson

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From: [Evan Hecht](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:23:47 AM

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,
Evan Hecht (Cambridge resident)

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From: [Sarah Dylan Breuer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:23:06 AM

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

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.

Best wishes,

Dylan

Sarah Dylan Breuer
sdbreuer@gmail.com

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From: [Samia Hesni](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:18:37 AM

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

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!

Sincerely,

Samia Hesni

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From: [Katia Mathews](#)
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:17:51 AM

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. 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.

Sincerely,
Katia Mathews

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From: [Miranda Dotson](#)
To: [DrawOne](#)
Subject: Keep the Pedestrian Bridge
Date: Monday, January 6, 2025 11:16:39 AM

Hello,

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.

Please do the right thing.

Sincerely,

Miranda P. Dotson
PhD Candidate
Department of Sociology and Anthropology
Northeastern University
[Google Scholar](#)

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From: [Julie Lugten](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:15:03 AM

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,

Julie Lugten

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From: [Niko Kotsatos](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include pedestrian path in Draw One project
Date: Monday, January 6, 2025 11:14:05 AM

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

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.

Sincerely,

Nicholas (Niko) Kotsatos
Cambridge \ Mass.
mobile \ 617.448.3473
contact \ niko.kotsatos@gmail.com

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From: [Tom Lamar](#)
To: [DrawOne](#); [Constituent Services \(GOV\)](#); [Mass Parks \(DCR\)](#)
Subject: Please commit to a safe bike path as part of the Draw One project
Date: Monday, January 6, 2025 11:14:00 AM

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.

Best,
Tom Lamar

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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: Monday, January 6, 2025 11:13:22 AM

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

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.

Thank you,
Jessica Tomaszewski
Boston/Medford

--

Jessica Tomaszewski, PhD
Senior Research Scientist
REsurety, Inc
she/her

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From: [Samuel Beeker](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:09:01 AM

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,
Samuel Beeker

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From: [Dan Saccardi](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:08:27 AM

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. 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.

Sincerely,

Dan

Daniel Saccardi
dsaccardi@gmail.com

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From: [Brendan Kearney](#)
To: [DrawOne](#)
Subject: MBTA Draw One Bridge Replacement Project NEPA Draft Environmental Assessment comments
Date: Monday, January 6, 2025 11:08:13 AM
Attachments: [WalkMassachusetts - NEPA - MBTA Draw One Project Replacement - January 6, 2025 .pdf](#)

Hello,

Please see attached letter with comments from WalkMassachusetts.

Thank you,
Brendan

--

Brendan Kearney (he/him)
Co-Executive Director | WalkMassachusetts
O: 617.367.9255 | C: 617.960.6037
bkearney@walkmass.org



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walk
massachusetts

January 6, 2025

Re: MBTA Draw One Bridge Replacement Project NEPA Draft Environmental Assessment
Sent via email: drawone@mbta.com

Dear project team,

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 MassDCR's Charles River Reservation.

Thank you,

Brendan Kearney
Co-Executive Director, WalkMassachusetts

From: [Carolyn Layzer](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: [Eric Tracey](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:06:40 AM

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 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.

Sincerely,

Carolyn Layzer

17 Beacon Ave., Newburyport, MA 01950

--

"The forest was shrinking, but the trees kept voting for the axe because its handle was made of wood and they thought it was one of them." - Alison Defreitas post

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From: [Ana Rojas](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:05:08 AM

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 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.

Sincerely,

Ana Rojas

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From: [Anika Liv Christensen](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 11:03:02 AM

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,

Anika Liv Christensen

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From: [Scott Kilcoyne](#)
To: [DrawOne](#)
Subject: Don't abandon your legal obligation to building a pedestrian crossing!
Date: Monday, January 6, 2025 11:01:30 AM

Hello,

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.

Thank you,

Scott Kilcoyne

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From: [Steven Orzack](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: the Multi-Use Path and the Draw One Project
Date: Monday, January 6, 2025 11:00:17 AM

Dear Governor Healey 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.

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

many thanks!

--
Steven Orzack

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From: [Max Slane](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:56:55 AM

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 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 exasperated 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.

Best regards,
Max Slane

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From: [DrawOne](#)
To: [Andrea Fountain](#); [DrawOne](#)
Cc: [Mark Howell](#)
Subject: RE: Support Letter of Draw One - Town of Concord MA
Date: Monday, January 6, 2025 10:56:27 AM
Attachments: [image001.png](#)
[image002.png](#)

Andrea and Mark – good morning.

Your email and letter of support from the Town of Concord Select Board for this project has been received and is hereby acknowledged. Thank you for both. We will be including the letter in the public record for the NEPA Environmental Assessment documentation process.

Regards,
The Draw One Bridge Replacement Project

Massachusetts Bay Transportation Authority
10 Park Plaza | Boston, MA 02116 | DrawOne@mbta.com

From: Andrea Fountain <afountain@concordma.gov>
Sent: Friday, January 3, 2025 12:20 PM
To: DrawOne <drawone@MBTA.com>
Cc: Mark Howell <markhowell@concordma.gov>
Subject: Support Letter of Draw One - Town of Concord MA

Greetings,

Attached is a letter from the Town of Concord Select Board in support of the Draw One Bridge Replacement Project.

Please reach out with any questions.

Sincerely,

Andrea

Andrea Fountain (she/her)
Executive Assistant to the Select Board
Town Manager's Office/Select Board
E: afountain@concordma.gov
T: (978) 318-3010

22 Monument Square
Concord, MA 01742
www.concordma.gov

Office Hours
Mon-Thu: 8:30 am – 4:30 pm | Fri: 8:30 am - 12:30 pm

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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

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: [Martin Richard](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:55:38 AM

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.

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.

Sincerely,
Martin Richard

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From: [Caleb Lindgren](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:54:55 AM

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,

Caleb Lindgren

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From: vivek@friendsofmorse.org
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Cc: ["Cambridge Bicycle Safety"](#)
Subject: Help Families Leave Minivans at home - Draw One Project
Date: Monday, January 6, 2025 10:52:56 AM

Disclaimer: While I am a member of the Cambridge Traffic Board the views expressed in this email are my personal views and not representative of the CTB in general.

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

Hope you are well and Happy New Year!

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.

Sincerely,
Vivek Sikri

President, Friends of the Morse School

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From: [Ed Bacher](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:52:51 AM

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

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.

Sincerely,
Ed Bacher

Ed Bacher | ed.bacher@gmail.com

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From: [David Dean](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:50:29 AM

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!

Thanks,
David Dean

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From: [Itamar Turner-Trauring](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please add a ped and bike path to the North Station Draw One project
Date: Monday, January 6, 2025 10:49:14 AM

To whom it may concern,

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.

Thank you,

--

Itamar Turner-Trauring

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From: [Ari Peskoe](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:47:51 AM

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.

Thank you,
Ari Peskoe
Somerville, MA 02144

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From: [Max Kaplan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:47:01 AM

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

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.

Sincerely,
Max Kaplan

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From: [Tyler Ogden](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [Christine Barber - MA Gov](#); [Patricia Jehlen - MA Gov](#); [Erika.Uyterhoeven@mahouse.gov](#)
Subject: Fulfill your promise and add a Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:46:54 AM

Governor Healey, General Manager Eng, and Commissioner Arrigo,

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.

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From: [lise capet](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Please Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:46:24 AM

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,
Lise Capet

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From: [Sanjit Bhat](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:44:40 AM

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

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.

Sincerely,
Sanjit Bhat

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From: [Lila Kalish](#)
To: [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#); [DrawOne](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:41:21 AM

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 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 without a car in the greater Boston area. Thank you for your leadership and for making transportation in Massachusetts safer and more sustainable.

Sincerely,

Lila Kalish

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From: [Charlie Cowan](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:38:45 AM

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,
Charlie Cowan

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From: [Adj Marshall](#)
To: [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)
Subject: Include the Multi-Use Path in the Draw One Project
Date: Monday, January 6, 2025 10:38:30 AM

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

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.

Sincerely,

Adj Marshal

~~~~~

Adj Marshall

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**From:** [Nicholas Tucker](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Draw One Project Multi-Use Path  
**Date:** Monday, January 6, 2025 10:36:59 AM

---

Hi,

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.

Thanks,  
Nicholas Tucker,  
Arlington MA resident

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**From:** [Franziskus Lepionka](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Include the Multi-Use Path in the Draw One Project  
**Date:** Monday, January 6, 2025 10:36:52 AM

---

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,

Franz Lepionka

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**From:** [Lincoln Craven-Brightman](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** Draw One include the multi-use path  
**Date:** Monday, January 6, 2025 10:35:54 AM

---

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 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.

Sincerely,  
Lincoln Craven-Brightman

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**From:** [suelin](#)  
**To:** [DrawOne](#); [Mass Parks \(DCR\)](#); [Constituent Services \(GOV\)](#)  
**Subject:** no more preventable deaths!  
**Date:** Monday, January 6, 2025 10:35:47 AM

---

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

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.

Sincerely,

Suelin Chen

[Suelin Chen](#) | +1 617.512.1592

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**From:** Timmermann, Timothy <Timmermann.Timothy@epa.gov>  
**Sent:** Monday, January 6, 2025 10:53 PM  
**To:** DrawOne  
**Cc:** Timmermann, Timothy; Dwyer, Alexandra (she/her/hers); Swaine, Abby  
**Subject:** Comments on the North Station Draw One Bridge Replacement Environmental Assessment

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.”

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 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...”

Thank you again for the opportunity to comment.

Regards,

Timothy L. Timmermann, Director  
Office of Environmental Review  
EPA New England-Region 1



5 Post Office Square, Suite 100  
Mail Code 06-3  
Boston, MA 02109-3912

Email: [timmermann.timothy@epa.gov](mailto:timmermann.timothy@epa.gov)  
Telephone: 617-918-1025  
E-Fax: 617-918-0025

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**Bromberg, Samantha A.**

---

**From:** Corriveau, Ron <rcorriveau@bostonsand.com>  
**Sent:** Tuesday, January 7, 2025 7:28 AM  
**To:** DrawOne  
**Subject:** Draft EA / project comments

*Boston Sand & 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 & 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.*

*Sincerely*



## Ron Corriveau

Director of Special Projects  
& Land Management  
603-396-5694  
rcorriveau@bostonsand.com

BostonSand.com

Office: 603-624-4301 x3013  
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Hooksett, NH 03106



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Appendix B

Summary of Potential Project Impacts and  
Benefits and Proposed Measures to Avoid,  
Minimize, or Mitigate

Summary of Potential Project Impacts and Benefits and Proposed Measures to Avoid, Minimize, or Mitigate

| Environmental Resource        | Potential Benefits    |                                                                                                                                                                                                                                                | Potential Impacts     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | No Action Alternative | Proposed Project                                                                                                                                                                                                                               | No Action Alternative | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Land Use and Zoning           |                       |                                                                                                                                                                                                                                                |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Land Use                      | N/A                   | <ul style="list-style-type: none"><li>The Proposed Project would increase reliability of train service and improve travel for residents, employees, those seeking medical care, students, and tourists traveling to and from Boston.</li></ul> | N/A                   | <ul style="list-style-type: none"><li>A permanent easement (0.019 acre [828 square feet (sf)]) would be required at the Proposed South Bank Park for the installation of a manhole.</li><li>A permanent easement (0.003 acre [131 sf]) would be required along the east side of the Massachusetts General Hospital (MGH) administrative building on currently unmaintained, sparsely vegetated land to accommodate required Massachusetts Bay Transportation Authority (MBTA) track alignment and required clearance.</li><li>Construction easements to accommodate construction staging and access would be required at:<ul style="list-style-type: none"><li>Paul Revere Park (1.08 acre);</li><li>North Point Park (0.84 acre);</li><li>Proposed South Bank Park (0.514 acre);</li><li>Massachusetts Department of Conservation and Recreation (DCR) pier and riverfront walkway (0.11 acre); and</li><li>MGH administrative building parking lots (0.25 acre).</li></ul></li><li>MBTA would temporarily use Boston Sand &amp; 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 right of way (ROW).</li><li>The MGH floating dock and approach ramp would be temporarily removed throughout the duration of project construction to facilitate access to the Draw One Bridge.</li><li>The boat launch ramp used by DCR, the State Police, and the Boston Duck Tours Company may experience multiple temporary closures.</li><li>North Bank Bridge, as well as three walkways (100 feet) within Paul Revere Park and three walkways (140 feet) within North Point Park, would experience multiple temporary closures.</li><li>The DCR pier (extending from and appearing as part of the adjacent riverfront walkway) would experience temporary closure for the duration of project construction. The riverfront walkway between the DCR pier and the fence on the west side of the MBTA tracks would be briefly and temporarily closed during material deliveries.</li></ul> | <ul style="list-style-type: none"><li>MBTA will conduct outreach to local neighborhoods, provide a 24-hour hotline and email address (DrawOne@MBTA.com) for emergencies and construction complaints, and notify the public about construction status and upcoming activities.</li><li>Protective measures would be in place to limit public access to the Project Limits during the construction period, including properties not owned by MBTA.</li><li>All properties not owned by MBTA that would be used during project construction would be restored to their original condition as part of the Proposed Project.</li><li>MBTA will coordinate with Boston Sand &amp; Gravel prior to construction and throughout the construction period to minimize impacts to business and other operations.</li><li>Following construction completion, the MGH floating dock and approach ramp would be reinstalled and restored to existing conditions.</li><li>If closures of the boat launch ramp are determined necessary, MBTA will coordinate with DCR, the State Police, and the Boston Duck Tours Company during construction to avoid impacts to their use of the ramp.</li></ul> |
| Zoning                        | N/A                   | N/A                                                                                                                                                                                                                                            | N/A                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Public Policy                 | N/A                   | N/A                                                                                                                                                                                                                                            | N/A                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Socioeconomics                |                       |                                                                                                                                                                                                                                                |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Population                    | N/A                   | N/A                                                                                                                                                                                                                                            | N/A                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Households                    | N/A                   | N/A                                                                                                                                                                                                                                            | N/A                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Demographics and Income       | N/A                   | N/A                                                                                                                                                                                                                                            | N/A                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Transit-Dependent Populations | N/A                   | N/A                                                                                                                                                                                                                                            | N/A                   | <ul style="list-style-type: none"><li>Temporary disruptions to MBTA and Amtrak rail service may occur, which could require occasional weekend diversions to MBTA subways and buses.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"><li>MBTA would notify the public of any unavoidable closures and provide alternate routes for weekend rail service diversions.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Environmental Resource                                                         | Potential Benefits                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Potential Impacts                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                | No Action Alternative                                                                                                                                                                | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No Action Alternative                                                                                                                                                                                           | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Commercial Activities                                                          | N/A                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>The Proposed Project would enhance the reliability of MBTA and Amtrak rail service, which is important to the region’s economy because it provides reliable access to employment centers, educational institutions, and commercial centers, and therefore would result in permanent, long-term benefits to local communities.</li> <li>The Proposed Project would improve reliability for maritime traffic, which would benefit local businesses that rely on maritime vessels.</li> <li>The Proposed Project would provide temporary benefits to the local economy through new construction jobs and construction-related spending.</li> </ul> | N/A                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>The Charles River 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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>The contractor would coordinate with the United States Coast Guard (USCG) to provide notification to mariners as needed throughout the duration of construction, which would minimize disruptions to commercial navigation and sightseeing tours.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Community Facilities and Services</b>                                       |                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Community Facilities                                                           | N/A                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>The Proposed Project would improve reliability of train service and allow for safe operations and maintenance.</li> <li>The Proposed Project would increase reliability of MBTA and Amtrak commuter rail service, as well as improve travel for those seeking medical care and access to other community facilities in Boston.</li> </ul>                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>Continued disruptions to rail service would be likely to impede access to regional community facilities in the study area for those who rely on MBTA service.</li> </ul> | <ul style="list-style-type: none"> <li>A permanent easement would be required along the east side of the MGH administrative building on currently unmaintained, sparsely vegetated land.</li> <li>A portion of the MGH administrative building parking lots would be used during project construction to provide construction staging and access.</li> <li>The MGH floating dock and approach ramp would be temporarily removed throughout the duration of project construction to facilitate access to the Draw One Bridge.</li> <li>The DCR-owned boat launch ramp used by the State Police (and the Boston Duck Tours Company) may experience multiple temporary closures.</li> </ul>                                                                                                                    | <ul style="list-style-type: none"> <li>MBTA would coordinate with MGH regarding required easements and temporary access during construction to avoid disruption to hospital operations.</li> <li>Following construction completion, the MGH floating dock and approach ramp would be reinstalled and restored to existing conditions.</li> <li>If closure of the boat launch ramp is determined necessary, MBTA will coordinate with DCR, the State Police, and any other required entities during construction to avoid impacts to their use of the ramp.</li> </ul>                                                                                                                                                                                                                                 |
| <b>Parks and Recreational Resources, and Pedestrian and Bicycle Facilities</b> |                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Parkland                                                                       | <ul style="list-style-type: none"> <li>The development of South Bank Park would expand park and recreational resources in the immediate vicinity of the Proposed Project.</li> </ul> | <ul style="list-style-type: none"> <li>Same as No Action Alternative</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | N/A                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>The existing North Bank Bridge landings in North Point Park and Paul Revere Park would be shifted slightly, though would remain within DCR-owned property and provide the same recreational use.</li> <li>A new manhole would be installed permanently at the Proposed South Bank Park in approximately the same location as an existing manhole.</li> <li>Trees and shrubs in the vicinity of construction activities within both Paul Revere Park and North Point Park would be temporarily removed during construction.</li> <li>A portion of the proposed South Bank Park would be used during project construction to provide construction access.</li> <li>(See also “Pedestrian and Bicycle Facilities” located within parkland, described below.)</li> </ul> | <ul style="list-style-type: none"> <li>DCR concurred with the Federal Transit Administration (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. Mitigation measures for permanent impacts to parks resources have been developed with and agreed upon by MBTA and DCR. Examples of mitigation could include regrading, seeding, and planting of trees and/or landscaping for areas disturbed by construction within the DCR park areas.</li> <li>The temporary closure of the DCR riverfront walkway and pier (extending from and appearing as part of the adjacent riverfront walkway) would be coordinated with DCR and the local community.</li> </ul> |
| Pedestrian and Bicycle Facilities                                              | N/A                                                                                                                                                                                  | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | N/A                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Public sidewalks along both the east and west sides of the existing Draw One Bridge south trestles would be permanently removed.</li> <li>North Bank Bridge would be permanently modified by increasing the bridge height by one foot, requiring the relocation of two bridge supports, the addition of one additional support, the modification of</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>A detour from North Point Park to access Paul Revere Park would be developed in coordination with DCR.</li> <li>Temporary closures of pedestrian walkways and bicycle paths, as well as detours, would be coordinated with DCR and the local community.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Environmental Resource           | Potential Benefits                                                                                                   |                                                                                 | Potential Impacts                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                                  | No Action Alternative                                                                                                | Proposed Project                                                                | No Action Alternative                                                                                                                                                                                                                                | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                  |                                                                                                                      |                                                                                 |                                                                                                                                                                                                                                                      | <p>the bridge truss structure, and the modification and lengthening of the bridge landings in North Point Park and Paul Revere Park. North Bank Bridge would experience multiple closures of the pedestrian bridge of up to two weeks, totaling one month; these closures would take place over a six-month period. Temporary disturbance and access to Paul Revere Park would be required for modifications to the North Bank Bridge east landing. Construction at the North Bank Bridge abutment would require the temporary use of approximately 1.08 acre of pedestrian and bicycle pathways for construction access, while jacking at the abutment and regrading would result in disturbance to just a 0.08-acre area.</p> <ul style="list-style-type: none"><li>• Temporary disturbance and access to North Point Park would be required for modifications to the North Bank Bridge west landing. Construction would require the temporary use of approximately 0.84 acre of pedestrian and bicycle pathways for construction access, while construction activities would result in disturbance to just a 0.17-acre area.</li><li>• North Bank Bridge modification would require multiple temporary closures of three walkways (100 feet) within Paul Revere Park and three walkways (140 feet) within North Point Park for up to two weeks at a time, totaling one month. These closures would take place over a six-month period.</li><li>• The DCR pier (extending from and appearing as part of the adjacent riverfront walkway) would experience temporary closure for the duration of project construction; trees on the pier would be removed during construction. The adjacent riverfront walkway would also be temporarily closed during material deliveries.</li></ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Historic and Cultural Resources  |                                                                                                                      |                                                                                 |                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Archaeology                      | N/A                                                                                                                  | N/A                                                                             | N/A                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"><li>• The potential for intact archaeological deposits within the Area of Potential Effects (APE) is considered to be low.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>• MBTA will develop an Unanticipated Discoveries Plan that will be followed if any unanticipated archaeological and/or human remains are encountered during construction. The Unanticipated Discoveries Plan will be included in construction contract specifications and documentation.</li></ul>                                                                                                                                                                               |
| Historic Architectural Resources | <ul style="list-style-type: none"><li>• The historic Draw One Bridge and Signal Tower A would be retained.</li></ul> | N/A                                                                             | <ul style="list-style-type: none"><li>• Ongoing deterioration of the bridge and building could require remedial measures that might be considered to diminish their integrity of materials and design and thereby cause an adverse impact.</li></ul> | <ul style="list-style-type: none"><li>• The Proposed Project would include demolition of the National Register of Historic Places (NRHP)-eligible Draw One Bridge and Signal Tower A, resulting in permanent adverse effects to two historic architectural resources.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"><li>• A Memorandum of Agreement (MOA) was executed on December 18, 2024, among FTA, MBTA, the State Historic Preservation Office (SHPO)/the Massachusetts Historical Commission (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 (e.g., salvage materials, interpretive displays, video documentation, etc.).</li></ul> |
| Visual and Aesthetic Resources   |                                                                                                                      |                                                                                 |                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Visual and Aesthetic Resources   | <ul style="list-style-type: none"><li>• Existing surface parking would be transformed to</li></ul>                   | <ul style="list-style-type: none"><li>• Same as No Action Alternative</li></ul> | N/A                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"><li>• Construction activities would introduce construction equipment (e.g., barges, cranes, fencing, etc.) to the Charles River and other staging areas, which may result in an adverse visual impact to some users of</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"><li>• FTA and MBTA have worked with the Section 106 consulting parties to develop a bridge design that is intended to complement the Zakim Bridge and to contribute to a shared aesthetic character.</li></ul>                                                                                                                                                                                                                                                                       |

| Environmental Resource       | Potential Benefits                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                         | Potential Impacts                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                              | parkland as part of the proposed South Bank Park and, therefore, would enhance cyclists’ and pedestrians’ experience of the public realm on the south bank of the Charles River.                  |                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                              | <div>the nearby waterfront parks and North Bank Bridge looking toward the river, as well as to recreational boaters, but this effect would be momentary, and the construction condition would be temporary.</div> <ul style="list-style-type: none"><li>• The Proposed Project would require the demolition of both the historic Draw One Bridge and Signal Tower A; as such, these landscape elements would no longer be present in the landscape, nor would they be components of existing views in the study area.</li><li>• The pedestrian walkways along the southern trestles of the existing Draw One Bridge would no longer be present to afford westward pedestrian views along the river from above the water; the Proposed Project would not include similar pedestrian access at this location.</li></ul> | <ul style="list-style-type: none"><li>• As part of the MOA to address adverse effects to the historic Draw One Bridge and Signal Tower A, salvage materials and/or interpretive displays would likely be introduced within MBTA ROW or DCR parkland, the design of which would reflect the demolished historic resources and their role in the immediate context, thereby providing opportunities for parkland visitors to learn about and appreciate their surroundings in a meaningful way.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Natural Resources            |                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Soils                        | N/A                                                                                                                                                                                               | N/A                                                                                                                                                                                                                                                                                                                                                     | N/A                                                                                                                                          | <ul style="list-style-type: none"><li>• Construction of the Proposed Project would require excavation and grading that would alter local soils and topography.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Wetlands and Water Resources | <ul style="list-style-type: none"><li>• A drainage system would be implemented to accommodate stormwater at North Station’s Platform F and the two station tracks serving the platform.</li></ul> | <ul style="list-style-type: none"><li>• The Proposed Project would further improve the stormwater drainage system within the MBTA ROW, adding features to collect runoff from the bridge and Tower A and direct it through an infiltration and detention system, tying into new outfall locations at the Charles River and the Millers River.</li></ul> | N/A                                                                                                                                          | <ul style="list-style-type: none"><li>• 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 is approximately 11,411 square feet (0.26 acre).</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>• Temporary and permanent construction activities will require a U.S. Army Corps of Engineers (USACE) Section 404 permit and a Massachusetts Department of Environmental Protection (MassDEP) Section 401 Water Quality Certification (WQC).</li><li>• Mitigation measures to address the required fill within the riverbed will be completed prior to construction as part of the USACE permitting process.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Floodplains                  | N/A                                                                                                                                                                                               | <ul style="list-style-type: none"><li>• The proposed bridge would be designed to exceed current 100-year and 500-year flood elevations in both the closed and open positions, and its design would respond to MBTA’s drainage criteria for projected precipitation frequencies and amounts.</li></ul>                                                   | <ul style="list-style-type: none"><li>• Sea level rise would pose a flood risk to the existing Draw One Bridge and Signal Tower A.</li></ul> | <ul style="list-style-type: none"><li>• Sea level rise would pose a flood risk to the proposed new Draw One Bridge and Tower A.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"><li>• Construction trestles would be built above the current 500-year flood elevation, and any construction equipment and materials stored temporarily within the floodplain would be removed in the event of a flood warning.</li><li>• Where feasible and practicable, all electrical and mechanical equipment would be located above the Design Flood Elevation (DFE), submersible equipment would be used, and flood walls would be erected to protect the proposed new Tower A building.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Coastal Zone                 | N/A                                                                                                                                                                                               | N/A                                                                                                                                                                                                                                                                                                                                                     | N/A                                                                                                                                          | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Ecological Resources         | N/A                                                                                                                                                                                               | N/A                                                                                                                                                                                                                                                                                                                                                     | N/A                                                                                                                                          | <ul style="list-style-type: none"><li>• Trees and shrubs in the vicinity of construction activities within both Paul Revere Park and North Point Park would be temporarily removed during construction.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"><li>• In a letter dated January 10, 2025, National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NOAA Fisheries) provided concurrence with FTA’s conclusion that the Draw One Bridge Replacement Project would not be likely to adversely affect any Endangered Species Act (ESA)-listed species or designated critical habitat.</li><li>• In a letter dated January 13, 2025, NOAA Fisheries indicated that the Essential Fish Habitat (EFH) assessment for the Draw One Bridge Replacement Project included sufficient minimization and avoidance measures.</li><li>• The Proposed Project has been designed and construction methods have been selected to minimize impacts in accordance with the conservation measures and best practices described in the EFH assessment and Section 7 consultation, including:<ul style="list-style-type: none"><li>◦ Adherence, to the extent practicable, to time-of-year restrictions set by fisheries agencies for certain in-water activities and maintenance of pathways for fish passage;</li></ul></li></ul> |



| Environmental Resource        | Potential Benefits                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                     | Potential Impacts                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                               |                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>○ Full removal of piles from the riverbed in the area where new portions of the bridge structures would be installed;</li> <li>○ Cut piles within the navigational channel three feet below the defined bottom of the channel;</li> <li>○ Use of drilled shafts that limit sediment disturbance;</li> <li>○ Leave existing piles below the mudline undisturbed, to the extent possible;</li> <li>○ Use of silt curtains to minimize turbidity and siltation in the river, as appropriate;</li> <li>○ Development of a Project-specific National Pollutant Discharge Elimination System (NPDES) Stormwater Pollution Prevention Plan (SWPPP);</li> <li>○ Provision of readily available spill kits on boats, barges, and construction equipment;</li> <li>○ Implementation of ramp-up procedures for impact hammers, etc.</li> <li>● A Sediment and Water Quality Monitoring Plan would be implemented during project construction.</li> <li>● Invasive species would not be included in plantings or seed mixes in an effort to reduce the spread of invasive species.</li> </ul> |
| <b>Transportation Systems</b> |                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Rail Transportation           | N/A                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>● The Proposed Project would improve reliability and safety of rail service and minimize delays.</li> <li>● The Proposed Project would improve railroad operational flexibility.</li> </ul>                                                                                  | <ul style="list-style-type: none"> <li>● Required maintenance and repairs of deteriorating infrastructure are likely to disrupt service with greater frequency and longer durations.</li> </ul>                                             | <ul style="list-style-type: none"> <li>● As connections are made between the new tracks and existing mainline tracks for signal testing, temporary disruptions to MBTA and Amtrak rail service may occur that could result in weekend diversions to MBTA subways and buses.</li> </ul>                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>● MBTA would notify the public of any closures and provide alternate routes for weekend rail service diversions during construction.</li> <li>● Track cutovers and signal work would be scheduled to avoid interruptions to Boston Sand &amp; Gravel freight service.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Marine Transportation         | N/A                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>● The Proposed Project would improve reliability of operations for maritime traffic.</li> </ul>                                                                                                                                                                              | <ul style="list-style-type: none"> <li>● Required maintenance and repairs are likely to increase the number and duration of channel restrictions and closures, affecting marine transportation through the navigational channel.</li> </ul> | <ul style="list-style-type: none"> <li>● The Charles River Navigation Channel would be permanently altered to match the clearances of the controlling bridges upstream and downstream of the Draw One Bridge.</li> <li>● The Charles River 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.</li> </ul> | <ul style="list-style-type: none"> <li>● Construction activities and sequencing in the Charles River would be designed to minimize conflicts with navigational traffic.</li> <li>● MBTA would coordinate temporary channel closures with USCG and DCR, and notifications to mariners will be provided, as needed.</li> <li>● Construction-period safety measures (e.g., installation of lighting on barges) would be implemented in coordination with USCG.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Traffic, Transit, and Parking | <ul style="list-style-type: none"> <li>● MBTA's planned mainline track and North Station Platform transit improvements will represent an improvement in transit services.</li> </ul> | <ul style="list-style-type: none"> <li>● The Proposed Project, in combination with MBTA's planned transit projects, would represent an improvement in transit services.</li> <li>● Increased reliability of rail service would result in improved connection to subway and bus service at North Station.</li> </ul> | <ul style="list-style-type: none"> <li>● The development of South Bank Park would result in a slight reduction in public parking adjacent to the Gridley Locks Footpath.</li> </ul>                                                         | <ul style="list-style-type: none"> <li>● As with the No Action Alternative, the development of South Bank Park would result in a slight reduction in public parking adjacent to the Gridley Locks Footpath.</li> <li>● Project construction may result in limited short-term increased congestion in the study area.</li> <li>● Weekend-only interruptions to MBTA and Amtrak commuter rail service may occur during the construction period.</li> </ul>                                                                    | <ul style="list-style-type: none"> <li>● To avoid unnecessary construction-related traffic within the study area, construction vehicles would be limited to designated routes and kept in the designated staging areas.</li> <li>● Weekend-only interruptions to MBTA and Amtrak commuter rail service during construction of the Proposed Project would be accommodated through reliance on the existing subway and public bus services for passengers that may be affected during these limited periods.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Environmental Resource        | Potential Benefits    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Potential Impacts     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                               |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                       | <ul style="list-style-type: none"><li>• Temporary use of a portion of the MGH administrative building parking lots would result in the temporary displacement of up to approximately 30 of 512 parking spaces.</li><li>• Temporary use of a portion of the proposed South Bank Park would result in the temporary displacement of approximately six of seven boat trailer parking spaces, as well as the displacement of all ten car parking spaces that would be provided at the proposed park.</li></ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Air Quality and GHG Emissions |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Air Quality and GHG           | N/A                   | <ul style="list-style-type: none"><li>• The Proposed Project has the potential to reduce future regional VMT compared with existing conditions by facilitating a more reliable rail system that could persuade current drivers to use rail; MBTA projects that service improvements facilitated by the Proposed Project could generate more than three million additional annual commuter passenger trips by 2040, thereby reducing regional vehicle trips and associated emissions.</li></ul> | N/A                   | <ul style="list-style-type: none"><li>• MBTA estimates that fewer than 10,000 tons per year of carbon dioxide (CO<sub>2</sub>) would be generated from project construction activities.</li></ul>                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"><li>• Strategies to minimize and mitigate air emissions during construction could include:<ul style="list-style-type: none"><li>○ Applying water suppression at least twice a day to all active construction areas to minimize dust;</li><li>○ Tarping all trucks hauling soil, sand, and other loose materials or require that all trucks maintain at least two feet of freeboard;</li><li>○ Paving, applying water daily, or applying (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;</li><li>○ Using water sweepers to sweep all paved access roads, parking areas, and staging areas at construction sites daily; using water sweepers to sweep all streets daily if visible soil material is carried onto adjacent public streets;</li><li>○ Hydroseeding or applying (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);</li><li>○ Enclosing, covering, watering twice daily or applying (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);</li><li>○ Limiting traffic speeds on unpaved roads to 15 miles per hour (mph);</li><li>○ Complying with MassDEP’s idling regulations [310 Code of Massachusetts Regulations (CMR) 7.11(1) (b)], requiring that engines idle for no more than five minutes. Posting idling restriction signage on project construction sites;</li><li>○ Complying 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;</li><li>○ Complying with the State’s Low Sulfur Diesel standards (301 CMR 7.05) and the Environmental Protection Agency’s (EPA) Clean Air Non-road Diesel Rule; and</li><li>○ Replanting vegetation as quickly as possible to minimize erosion in disturbed areas.</li></ul></li><li>• The MBTA is working with Keolis, the MBTA’s commuter rail operator, to address EPA’s concerns regarding compliance with 310 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</li></ul> |

| Environmental Resource | Potential Benefits    |                                                                                                                                                                                               | Potential Impacts                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                        | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                        |                       |                                                                                                                                                                                               |                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                        | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Noise and Vibration    |                       |                                                                                                                                                                                               |                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Noise                  | N/A                   | N/A                                                                                                                                                                                           | N/A                                                                                                                                                      | <ul style="list-style-type: none"><li>The Proposed Project would result in construction noise impacts that would require mitigation.</li></ul>                                                                                                                                                                                                                                         | <ul style="list-style-type: none"><li>An acoustical engineer will prepare a Noise Control Plan in conjunction with the contractor’s specific equipment, schedule and methods of construction, maximum noise limits for each piece of equipment, prohibition on certain types of equipment during the nighttime hours and engineering noise control measures.</li><li>Noise control measures will be used to reduce noise emissions and potential impact to sensitive receptors where feasible. These measures could include:<ul style="list-style-type: none"><li>Shields, shrouds or intake and exhaust mufflers;</li><li>Noise deadening materials adhered to chutes or storage bins;</li><li>Temporary noise barriers;</li><li>Acoustic enclosures;</li><li>Specialized back-up alarms;</li><li>Limiting the size of generators and the duration of their use; and</li><li>Truck routes that minimize exposure to sensitive receptors.</li></ul></li></ul> |
| Vibration              | N/A                   | N/A                                                                                                                                                                                           | N/A                                                                                                                                                      | <ul style="list-style-type: none"><li>Construction vibration predictions indicate that impacts would occur during all construction stages and would require mitigation.</li></ul>                                                                                                                                                                                                      | <ul style="list-style-type: none"><li>The following measures will be applied where feasible:<ul style="list-style-type: none"><li>Using alternative construction methods to minimize the use of impact and vibratory equipment (e.g., pile drivers and compactors)</li><li>Truck routes that minimize exposure to sensitive receptors and maintaining smooth roadway surfaces</li><li>Avoiding nighttime construction in residential neighborhoods (i.e., use of construction access drives in vicinity of residences)</li></ul></li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Hazardous Materials    |                       |                                                                                                                                                                                               |                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Hazardous Materials    | N/A                   | <ul style="list-style-type: none"><li>The Proposed Project would introduce a new bridge structure and Tower A building free of asbestos, lead, PCBs, and other hazardous materials.</li></ul> | <ul style="list-style-type: none"><li>Hazardous and contaminated materials associated with the existing Signal Tower A would not be addressed.</li></ul> | <ul style="list-style-type: none"><li>Construction of the Proposed Project would involve demolition of the existing Draw One Bridge and Signal Tower A building, excavation, ground disturbance, and removal and disposal of soil and river sediments.</li><li>Areas of contaminated soil and/or groundwater may be encountered during construction of the Proposed Project.</li></ul> | <ul style="list-style-type: none"><li>MBTA will conduct additional soil and groundwater sampling, as well as additional hazardous and contaminated materials investigations, as appropriate, including survey and testing of the Signal Tower A building and bridge structures, prior to construction.</li><li>Construction activities would be performed in accordance with an Excavated Materials Management Plan, a Groundwater Management Plan, and a Health and Safety Plan (HASP). These plans will be included in construction contract specifications.</li><li>Potentially contaminated materials would be characterized and disposed of in accordance with applicable regulations.</li><li>If any residual contaminated materials remain on-site following construction, these materials will be managed in accordance with the Massachusetts Contingency Plan (MCP) and/or other applicable federal, state, and/or local regulations.</li></ul>     |

| Environmental Resource          | Potential Benefits    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Potential Impacts     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 | No Action Alternative | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | No Action Alternative | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Public Utilities and Services   |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Public Utilities and Services   | N/A                   | <ul style="list-style-type: none"><li>• The signal system, including all wayside devices, cables, and infrastructure, would be updated and/or modified to support the new track and signal system configuration.</li><li>• The Proposed Project would add a drainage system to both the north and south trestles of the Draw One Bridge to collect runoff from the bridge and Tower A and direct it through an infiltration and detention system, tying into new outfall locations at the Charles River and the Millers River.</li></ul>                                                                                                                                                                                                                                                                                                                                                                            | N/A                   | <ul style="list-style-type: none"><li>• The Proposed Project is not anticipated to require temporary construction-period relocations of any public or private utilities.</li></ul>                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>• Any disruption of utilities, if determined necessary as design advances, will be coordinated with appropriate parties to ensure no interruptions or significant impacts to service.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Safety and Security             |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Safety and Security             | N/A                   | <ul style="list-style-type: none"><li>• The Proposed Project would improve safety and security from both rail and marine transportation perspectives. The operational redundancy provided through the construction of three independent spans would minimize the potential for rail operation disruptions, and increased reliability of the new bridge would improve marine navigation.</li><li>• The Proposed Project would include the provision of fencing, a closed-circuit television (CCTV) system, exterior lighting located along the bridge structure, navigational lighting to meet USCG requirements, and controlled access locations at Tower A and the Draw One Bridge.</li><li>• The Proposed Project has been designed in accordance with MBTA’s Flood Resiliency Design Directive and Drainage Design Directive, which would provide safety and security in the event of natural hazards.</li></ul> | N/A                   | <ul style="list-style-type: none"><li>• The Charles River 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.</li><li>• Areas of contaminated soil and/or groundwater may be encountered during construction of the Proposed Project.</li></ul> | <ul style="list-style-type: none"><li>• During construction, safety measures (e.g., installation of lighting on barges) would be implemented in coordination with USCG.</li><li>• The contractor would coordinate with USCG to provide notification to mariners as needed throughout the duration of construction.</li><li>• Construction activities would be performed in accordance with an Excavated Materials Management Plan, a Groundwater Management Plan, and a HASP to minimize the potential for adverse effects to the surrounding communities and construction workers. These plans will be included in construction contract specifications.</li></ul> |
| Indirect and Cumulative Effects |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Indirect Effects                | N/A                   | <ul style="list-style-type: none"><li>• The presence of temporary workers during the construction period may represent a short-term benefit to surrounding businesses.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | N/A                   | <ul style="list-style-type: none"><li>• The presence of temporary workers during the construction period would likely cause a short-term demand for services in the area, including increased demand at nearby restaurants and gas stations.</li><li>• The replacement of the Draw One Bridge would require the modification to the North Bank Bridge.</li></ul>                                                                                                  | <ul style="list-style-type: none"><li>• MBTA continues to coordinate with DCR to minimize and avoid adverse impacts to the North Bank Bridge and its users.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Resource | Potential Benefits    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Potential Impacts     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Avoidance, Minimization, and Mitigation Commitments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        | No Action Alternative | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | No Action Alternative | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Cumulative Effects     | N/A                   | <ul style="list-style-type: none"><li>• The Proposed Project, in combination with MBTA’s two additional planned transit projects, would enhance service reliability and resilience.</li><li>• The Proposed Project would provide improved rail access to the area served by the South Bank Park, thereby contributing to the array of safe and reliable travel options to and within the study area and improving local and regional accessibility to the South Bank Park, as well as other parklands in the study area.</li><li>• The Proposed Project would support the increased residential population and commercial activity associated with both the Cambridge Crossing and the Hub on Causeway by providing for safe and reliable train service in the future.</li></ul> | N/A                   | <ul style="list-style-type: none"><li>• The early years of construction for the Proposed Project would overlap with the anticipated construction of two planned MBTA projects: the “Mainline Tracks Rehabilitation and Ancillary Improvements” project and the “North Station Platform F Extension and Ancillary Improvements” project.</li><li>• The early years of construction for the Proposed Project would overlap with the anticipated construction of the South Bank Park. Concurrent construction activities for the Proposed Project and the South Bank Park may result in the displacement parking spaces adjacent to the Gridley Locks Footpath for an extended period of time longer than would otherwise be required, though access to the footpath would be maintained throughout the duration of construction activities.</li><li>• The Proposed Project would not preclude the implementation of the South Bank Bridge or the Cross River Pedestrian and Bicycle Crossing; however, construction activities for these two projects could not begin until after the substantial completion of the construction for the Proposed Project, assuming that the limits of construction for the two areas overlap.</li></ul> | <ul style="list-style-type: none"><li>• MBTA will coordinate the construction of the Proposed Project and other planned projects in the vicinity to ensure that there are no interruptions or significant impact to MBTA commuter rail or Amtrak service and to avoid disruption to each construction program.</li><li>• Construction of the Proposed Project would be coordinated with DCR to minimize effects to construction or safe operations of the South Bank Park.</li><li>• Measures required by code and best management practices would be employed to minimize or avoid any potential adverse effects related to air quality and noise and vibration during construction periods.</li></ul> |

Appendix C  
Section 106 Agreement Document  
(Executed MOA)

**MEMORANDUM OF AGREEMENT AMONG**  
**THE FEDERAL TRANSIT ADMINISTRATION,**  
**MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,**  
**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,**  
**BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS**  
**DEPARTMENT OF CONSERVATION AND RECREATION,**  
**AND THE**  
**CAMBRIDGE HISTORICAL COMMISSION,**  
**REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT**  
**PROJECT**  
**BOSTON AND CAMBRIDGE, MASSACHUSETTS**

WHEREAS, the Massachusetts Bay Transportation Authority (MBTA) proposes the full replacement of Bridge No. B-16-479 (BIN No.A5A and 85B) (the North Station Draw One Bridges) carrying all four (4) of the MBTA's North Commuter Rail lines (Fitchburg Line, Haverhill Line, Lowell Line and Newbury/Rockport Line) across the Charles River, and the demolition and replacement of the associated building known as Signal Tower A in Boston and Cambridge, Massachusetts (the Undertaking); and

WHEREAS, the U.S. Department of Transportation, Federal Transit Administration (FTA) is providing federal funding for the Undertaking, making it subject to the provisions of Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA) and its implementing regulations 36 CFR Part 800, *et. seq.*; and

WHEREAS, the Undertaking's area of potential effects (APE) was defined to include areas of proposed ground disturbance, including the site of the existing Draw One bridges and immediately adjoining areas, as well as the proposed site of the new Signal Tower A building. The proposed Undertaking is in a heavily developed area of filled land, subjected over the years to extensive construction and dredging in conjunction with continuous railroad and highway building. The potential for intact archaeological deposits within the APE is considered low; and

WHEREAS, the FTA has determined that the Undertaking would have an adverse effect via demolition (36 CFR 800.5[a][2][i]) on two historic resources, the North Station Draw One Bridge and Signal Tower A, which have been determined by consensus to meet the criteria of eligibility for listing in the National Register of Historic Places (NRHP); and

WHEREAS, the FTA has determined that the Undertaking has the potential to have an adverse visual effect on the adjacent Zakim Bridge and the NRHP-listed Charles River Basin Historic District (36 CFR 800.5[a][2][v]); and

WHEREAS, the FTA has consulted with the Massachusetts State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. § 306108); and

WHEREAS, FTA has consulted with MBTA, the Boston Office of Historic Preservation, Massachusetts Department of Conservation and Recreation (DCR), and the Cambridge Historical Commission regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as invited signatories;

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), FTA notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation on March 5, 2024. The ACHP replied on March 20, 2024, finding that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, does not apply to this Undertaking. The ACHP, therefore, declined to participate in the consultation pursuant to 36 CFR Part 800.6(a)(1)(iii); and

NOW, THEREFORE, the FTA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to resolve the adverse effect of the undertaking on historic properties.

## **STIPULATIONS**

FTA shall ensure that the following measures are carried out:

### **I. HISTORICAL DOCUMENTATION**

- A. Prepare Historic American Engineering Record (HAER) documentation for North Station Draw One Bridge and Historic American Buildings Survey (HABS) documentation for Signal Tower A.
- B. Pursuant to Section 110(b) of the National Historic Preservation Act, FTA shall ensure that the following recordation measures are carried out in consultation with SHPO, MBTA, Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR before North Station Draw One Bridge and Signal Tower A are demolished.
  - 1. The North Station Draw One Bridge shall be documented according to the Level II requirements of HAER;
  - 2. Signal Tower A shall be documented according to the Level II requirements of HABS;
- C. HABS/HAER Level II documentation requires:
  - 1. Drawings: select existing architectural/engineering drawings, where available, which may be photographed with large-format 4 x 5-inch negatives.
  - 2. Photographs: photographs with large-format 4 x 5-inch negatives of exterior and interior views, and historic views where available. An estimated 8-10 views are required to document the Draw One Bridge, and an estimated 15 views to document Tower A exterior and interior spaces.
  - 3. Written data: separate reports containing the narrative histories and descriptions of the historic resources according to the HABS/HAER outline format.
  - 4. Review of HABS/HAER Level II documentation:
    - a. Electronic copies of the draft HABS/HAER documentation shall be



submitted to the SHPO and to the National Parks Service (NPS) regional office in Philadelphia for review and comment.

- b. SHPO and NPS will review and comment on the draft documentation within 30 days of receipt.
- c. Once any required edits have been made the final documentation will be submitted to the NPS regional office. The final documentation materials shall be formatted, labeled, and organized in conformance with the NPS Heritage Documentation Programs (HPD) Transmittal Guidelines (*Preparing HABS/HAER/HALS Documentation for Transmittal (Updated November 2021)*).
- d. The FTA shall notify the MOA consulting parties when the final HABS/HAER documentation has been accepted by the NPS within 30 days of the acceptance date.
- e. The FTA shall ensure that electronic copies of the final documentation packages are made available to the SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, the DCR and other appropriate archives designated by the SHPO.

## II. HISTORICAL INTERPRETATION

- A. Develop Interpretive Displays Discussing North Station Draw One Bridge and Signal Tower A.
  - 1. MBTA shall develop one interpretive display for each historic property. Two sets of the displays will be produced (four displays total) with two installed in Cambridge and two installed in Boston. The interpretive displays will be developed in consultation with the MBTA Graphics & Wayfinding Department following MBTA Historical Murals design requirements. The contents of the interpretive displays will be presented on weather and vandal-resistant panels, and the panels specifications will be in accordance with the MBTA enamel panel specifications, which meet and exceed National Park Service standards for permanent outdoor interpretive signage ([www.nps.gov/hfc/products/waysides/way-product-panels.htm](http://www.nps.gov/hfc/products/waysides/way-product-panels.htm)).
  - 2. MBTA shall prepare draft plans, renderings, and specifications, including the proposed text and illustrations of the interpretive displays for review prior to preparation of the final design.
  - 3. The MBTA shall seek and consider comments from SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR on the draft interpretive displays, renderings, and specifications prior to final design. The MBTA requests that comments are one of the following: “approved,” “approved as noted” (with comments), or “resubmittal requested” (with comments). The SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR will have 14 calendar days to respond, no response within 14 days will be deemed an approval.
  - 4. The panels will be installed at locations to be determined through consultation among MBTA, SHPO, the Boston Office of Historic

Preservation, the Cambridge Historical Commission, and the DCR.

- B. Develop Interpretive Video of North Station Draw One Bridges in Operation
  - 1. MBTA shall develop a video showing trains crossing the bridges and showing the bridges being raised and lowered. The video shall be available for public viewing online. The video shall show the bridge gears and mechanical components in operation. The video of the trains crossing and the bridges being raised and lowered shall be linked to a QR code that will be linked from the interpretive displays. The SHPO, Boston Office of Historic Preservation, Cambridge Historical Commission, and the DCR will review and comment on the draft video within 30 calendar days of receipt.
- C. Historic Bridge Context Study
  - 2. MBTA shall develop a historic context study of bridges across the Charles River. The study will potentially be coordinated with Boston's Museum of Science to host an exhibit. The study shall be available online in electronic format and will be available in hard copy format at the discretion of each Consulting Party. The SHPO, Boston Office of Historic Preservation, Cambridge Historical Commission, and the DCR will review and comment on the draft study within 30 calendar days of receipt.

### **III. ARCHITECTURAL SALVAGE**

- A. Salvage of Significant Architectural and Engineering Features
  - 1. 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.
  - 2. Portions of the original Draw One Bridge structure shall be displayed at North Station at a suitable location to be determined by MBTA in consultation among MBTA, SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR.
  - 3. The MBTA shall seek and consider comments from SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR in identifying potentially salvageable elements of the Draw One Bridge structure.
  - 4. SHPO, Boston Office of Historic Preservation, and the Cambridge Historical Commission, and the DCR will review and comment on the draft documentation within 30 days of receipt.
  - 5. Salvage operations shall be completed by qualified construction professionals, with documented experience in architectural salvage of historic properties.
  - 6. All salvaged materials shall be stored in a secure location out of the elements until they are reinstalled in their new locations.

#### **IV. DESIGN PLAN REVIEW**

##### **A. Review of Design Plans**

1. MBTA shall provide draft design plans to SHPO, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR and seek and consider comments. The Consulting Parties will have the opportunity to review the first interim submission and each subsequent plan submission prior to the final design of the facilities, including the Draw One Bridges and Signal Tower A. The draft design plans will be submitted at approximately the following stages: 50 percent, 75 percent, 90 percent, and 100 percent. The MBTA requests that comments are one of the following: "approved," "approved as noted" (with comments), or "resubmittal requested" (with comments). The SHPO, Boston Office of Historic Preservation, the Cambridge Historical Commission, and the DCR will have 14 calendar days from the date they are received to respond, no response within 14 days will be deemed an approval.
2. The draft facility design plans at each review stage shall include, but is not limited to, information on the proposed bridge design, color, materials, and lighting for review and comment by the Consulting Parties.

#### **V. CHANGES TO PROJECT SCOPE**

Neither the FTA nor MBTA shall alter any plan, scope of services, or other document that has been reviewed and commented on pursuant to this MOA (except to finalize documents commented on in draft form), without first affording the parties to this MOA the opportunity to review the proposed change and determine whether it shall require this MOA be amended.

If one or more signatory determines that an amendment is needed, the parties to this MOA shall consult in accordance with Stipulation XIV.

#### **VI. PROFESSIONAL QUALIFICATIONS STANDARDS**

The Project Sponsor will ensure that all actions prescribed by this MOA are carried out by, or under the direct supervision of, qualified professional(s) who meet the appropriate standards in the applicable disciplines as outlined in the *Secretary of the Interior's Professional Qualifications Standards* (48 Fed. Reg. 44716, 44738 (Sept. 29, 1983)).

#### **VII. DOCUMENTATION STANDARDS**

All studies, reports, plans, and other documentation prepared pursuant to this MOA will be consistent with pertinent standards and guidelines outlined in *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 Fed. Reg. 44716, Sept. 29, 1983). In addition, documentation will also follow applicable guidance issued by the ACHP and the Massachusetts Historical Commission's *Guidelines for the Identification of Historic and Archaeological Resources in Massachusetts* (July 1992, Revised September 1993 and September 1995) or subsequent revisions or replacements to these documents.

#### **VIII. DURATION**

This MOA will expire if its terms are not carried out within seven (7) years from the date of its execution. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation XIV below.

## **IX. POST-REVIEW DISCOVERIES**

If properties are discovered that may be historically significant or unanticipated effects on historic properties found, the FTA shall implement the discovery plan included as **Attachment 1** of this MOA.

## **X. TREATMENT OF HUMAN REMAINS**

A. FTA and MBTA recognize the importance of providing respectful consideration for burial sites, human remains, and funerary objects.

1. In the event that human remains are encountered, work within 100 feet of the general area of the discovery will cease immediately. MBTA will notify the FTA within 24 hours of the discovery and contact the SHPO. The location will be secured and protected from damage and disturbance. No human remains or materials associated with the remains will be collected or removed until appropriate consultation in accordance with 36 CFR § 800.13 has been conducted. No further work in the area of discovery will proceed until the FTA has determined that the requirements of 36 CFR § 800.13 have been satisfied.
2. MBTA will develop a treatment plan in consultation with the FTA and SHPO within 48 hours of the discovery or a timeline agreed upon during consultation. If, in the course of consultation, it is determined that the human remains are associated with a historic property of religious or cultural significance to Tribes, MBTA and the FTA will consult with the Tribes prior to the development or execution of a treatment plan.
3. For additional details on plans for the unanticipated discovery and treatment of human remains see **Attachment 1** of this MOA.
4. Tribes expressing an interest in participating in Section 106 consultation in Massachusetts are listed in **Attachment 2** of this MOA.

## **XI. MONITORING AND REPORTING**

Each year following the execution of this MOA until it expires or is terminated, MBTA shall provide all signatories to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, challenges encountered, and any disputes and objections received in the course of implementing the terms of this MOA.

## **XII. CONFIDENTIALITY**

All parties to this MOA acknowledge that information about historic properties, potential historic properties, or properties considered historic for purposes of this Agreement are or may be subject to the provisions of Section 304 of NHPA. Section 304 allows FTA to withhold from disclosure to the public, information about the location, character, or ownership of a historic property if the FTA, in consultation with MBTA, determines that disclosure may: 1) cause a significant invasion of privacy; 2) risk harm to the historic property; or 3) impede the use of a traditional religious site by practitioners. Having so acknowledged, all parties to this MOA will ensure that all actions and documentation prescribed by this MOA are, where necessary, consistent with the requirements of Section

### **XIII. DISPUTE RESOLUTION**

- A. Resolving Objections to Implementation of this Agreement:
  - 1. Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, they shall immediately notify the FTA in writing. FTA shall notify all other signatories of the objection and proceed to consult with the objecting party to resolve the objection. FTA will honor the request of any signatory to participate in consultation and will take any comments provided into account.
  - 2. If the objection is resolved through consultation, FTA may authorize the disputed action to proceed in accordance with the terms of such resolution.
  - 3. If FTA determines that such objection cannot be resolved, FTA will:
    - a. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
    - b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of such written response.
    - c. FTA's responsibility to carry out all other actions subject to the terms of this MOA that are not subject of the dispute remain unchanged.
- B. Resolving Objections from Members of the Public
  - 1. At any time during implementation of the terms of this MOA, should any member of the public raise an objection in writing pertaining to such implementation to any signatory, that signatory shall immediately notify FTA. FTA shall immediately notify the other signatory parties in writing of the objection. FTA shall consider the objection and any comments provided by the signatories prior to reaching its decision. Within fifteen (15) days, FTA shall render a decision regarding the objection and respond to the objecting party. FTA shall promptly notify the other parties to its decision in writing, including a copy of the response to the objecting party. FTA's decision regarding resolution of the objection will be final. Following the issuance of its final decision, FTA may authorize the action subject to dispute

to proceed in accordance with the terms of that decision.

C. Objections to Determination of Eligibility

1. Should any signatory object to a determination of eligibility, FTA will submit the determination to the Keeper of the National Register of Historic Places for resolution.

**XIV. AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all signatories is filed with the ACHP.

**XV. ADOPTABILITY**

In the event that a Federal agency, not initially a party to or subject to this MOA, receives an application for financial assistance, permits, licenses, or approvals for the Project as described in this MOA, such Federal agency may become a signatory to this MOA as a means of complying with its Section 106 responsibilities for its undertaking. To become a signatory to this MOA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the MOA, specifying the extent of the agency's intent to participate in the MOA, and identifying the lead Federal agency for the undertaking. The participation of the agency is subject to approval by the Signatories. Upon approval, the agency must execute a signature page to this MOA, file the signature with the ACHP, and implement the terms of this MOA, as applicable. Any necessary amendments to the MOA will be considered in accordance with Stipulation XIV.

**XVI. TERMINATION**

If an MOA is not amended following the consultation set out in this stipulation, it may be terminated by any signatory. Within 30 days following termination, FTA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36CFR §800.6(c)(1) or request the comments of the Council under 36 CFR §800.7(a) and proceed accordingly.

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation XIV, above. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FTA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FTA and the SHPO and implementation of its terms evidence that the FTA has afforded the ACHP an opportunity to comment on the proposed North Station Draw One Bridge Replacement Project and its effects on historic properties and that the FTA has taken into account the effects of the undertaking on historic properties.

## **XVII. TIMEFRAMES AND COMMUNICATIONS**

The timeframes and communication protocols described in this Stipulation apply to all Stipulations in this MOA unless otherwise specified.

- A. All time designations are in calendar days unless otherwise stipulated. If a review period ends on a Saturday, Sunday, or Federal holiday, the review period will be extended until the next business day.
- B. All review periods are thirty (30) days, starting on the day hard copies of the draft documents are received by the consulting parties for review, except as noted elsewhere in this document.
- C. The Project Sponsor, in coordination with FTA, will ensure that all comments received within the review period are considered, and will consult with responding parties as appropriate. If the Project Sponsor does not receive comments within the review period, the Project Sponsor may proceed to the next step of the process.
- D. In exigent circumstances (e.g., in Post-review discovery situations, or concerns over construction suspensions or delays), all Signatories, consulting Tribes, and Consulting Parties agree to expedite their respective document review within seven (7) days.
- E. All official notices, comments, requests for further information, documentation, and other communications will be sent in writing by e-mail or other electronic means.
  - 1. See **Attachment 3** for a list of contacts and email addresses. Contact information in **Attachment 3** may be updated as needed without an amendment to this MOA. It is the responsibility of each signatory to immediately inform the FTA of any change in name, address, email address, or phone number of any point-of-contact. The FTA will forward this information to all signatories and concurring parties by email.
- F. FTA is responsible for all government-to-government consultation with Tribes.

SIGNATORY

MEMORANDUM OF AGREEMENT AMONG  
THE FEDERAL TRANSIT ADMINISTRATION,  
MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,  
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,  
BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS  
DEPARTMENT OF CONSERVATION AND RECREATION,  
AND THE  
CAMBRIDGE HISTORICAL COMMISSION,  
REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT  
PROJECT  
BOSTON AND CAMBRIDGE, MASSACHUSETTS

FEDERAL TRANSIT ADMINISTRATION

By:  Date: 12/17/2024  
Peter Butler Regional Administrator

Concur:  Date: 12/17/2024  
Charles J. Dyer Regional Counsel



SIGNATORY

MEMORANDUM OF AGREEMENT AMONG  
THE FEDERAL TRANSIT ADMINISTRATION,  
MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,  
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,  
BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS  
DEPARTMENT OF CONSERVATION AND RECREATION,  
AND THE  
CAMBRIDGE HISTORICAL COMMISSION,  
REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT  
PROJECT  
BOSTON AND CAMBRIDGE, MASSACHUSETTS

MASSACHUSETTS HISTORICAL COMMISSION

By: Brona Simon Date: 12/18/24  
Brona Simon, Executive Director  
Massachusetts State Historic Preservation Officer

INVITED SIGNATORY

MEMORANDUM OF AGREEMENT AMONG  
  
THE FEDERAL TRANSIT ADMINISTRATION,  
MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,  
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,  
BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS  
DEPARTMENT OF CONSERVATION AND RECREATION,  
AND THE  
CAMBRIDGE HISTORICAL COMMISSION,  
REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT  
PROJECT  
BOSTON AND CAMBRIDGE, MASSACHUSETTS

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

By:  Date: 12/11/2024  
Phillip Eng GM MBTA

Approved as to Form:

By:  Date: 12/11/2024  
John Martin Acting Chief Counsel MBTA

INVITED SIGNATORY

MEMORANDUM OF AGREEMENT AMONG

THE FEDERAL TRANSIT ADMINISTRATION,  
MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,  
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,  
BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS  
DEPARTMENT OF CONSERVATION AND RECREATION,  
AND THE  
CAMBRIDGE HISTORICAL COMMISSION,  
REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT  
PROJECT  
BOSTON AND CAMBRIDGE, MASSACHUSETTS

BOSTON OFFICE OF HISTORIC PRESERVATION

By: \_\_\_\_\_



Date: \_\_\_\_\_

12/9/2024

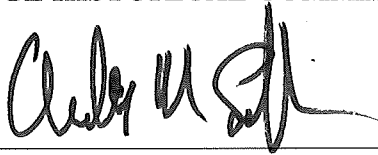
INVITED SIGNATORY

MEMORANDUM OF AGREEMENT AMONG

THE FEDERAL TRANSIT ADMINISTRATION,  
MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,  
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,  
BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS  
DEPARTMENT OF CONSERVATION AND RECREATION,  
AND THE  
CAMBRIDGE HISTORICAL COMMISSION,  
REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT  
PROJECT  
BOSTON AND CAMBRIDGE, MASSACHUSETTS

CAMBRIDGE HISTORICAL COMMISSION

By: \_\_\_\_\_



Date: \_\_\_\_\_

12.16.2024

**INVITED SIGNATORY**

**MEMORANDUM OF AGREEMENT AMONG**  
**THE FEDERAL TRANSIT ADMINISTRATION,**  
**MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER,**  
**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,**  
**BOSTON OFFICE OF HISTORIC PRESERVATION, MASSACHUSETTS**  
**DEPARTMENT OF CONSERVATION AND RECREATION,**  
**AND THE**  
**CAMBRIDGE HISTORICAL COMMISSION,**  
**REGARDING THE NORTH STATION DRAW ONE BRIDGE REPLACEMENT**  
**PROJECT**  
**BOSTON AND CAMBRIDGE, MASSACHUSETTS**

**MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION**

By:  Date: 12.13.24  
Brian Arrigo, Commissioner

**Attachment 1**

**Post Review Discovery Plan**

#### A. Unanticipated Discoveries or Unexpected Effects:

In accordance with 36 CFR § 800.13, if a previously undiscovered archeological or cultural resource that could reasonably be a historic property is encountered, or if a previously known historic property will be affected in an unanticipated manner during construction, the MBTA will implement the following procedures. This may include discovery of cultural features (e.g., foundations, water wells, trash pits, etc.) and/or artifacts/ecofacts (e.g., pottery, stone tools and flakes, animal bones, etc.) or damage to a historic property that was not anticipated. The MBTA will direct the construction contractor to cease project activities and the MBTA will consult with FTA to address post-review concerns. Each step within these procedures will be completed within 24 hours unless otherwise specified:

1. Work shall immediately stop in the area of the discovery and the personnel responsible for the discovery shall notify the MBTA, who will contact FTA and the Section 106 point of contact (POC) (contact information listed below), within 24 hours unless extenuating circumstances are present.
2. Upon notification of a discovery, FTA shall notify the State Historic Preservation Office (SHPO), participating Tribe(s)/Nation(s), and other consulting parties that may have an interest in the discovery, previously unidentified property or unexpected effects, and consult to evaluate the discovery for eligibility for listing in the National Register of Historic Places (National Register) and/or the effects of the undertaking on historic properties. This shall be done as soon as is feasible, and in accordance with federal and state law; usually within a period of no more than 48 hours.
3. The MBTA will take all reasonable measures to avoid or minimize harm to the property until FTA has completed consultation with the SHPO, participating Tribe(s)/Nation(s), and any other consulting parties. They will require the construction contractor to immediately cease all ground disturbing and/or construction activities within a 100-foot radius buffer zone of the discovery, which FTA may reduce or expand based on SHPO standards. Any associated spoil piles or soils must also be retained and cordoned off. For any discovered archeological resources, the MBTA will also halt work in surrounding areas where additional subsurface remains are reasonably expected to be present. Additionally, the recipient shall take necessary steps to protect the find from loss, the elements, and public view – for example, by using flagging tape to mark any small elements that may be easily lost, and then covering the find with a tarp.
4. The MBTA will ensure that no excavation, operation of heavy machinery, or stockpiling occurs within the buffer zone. The MBTA will secure the buffer zone through the installation of protective fencing. The MBTA will not resume ground disturbing and/or construction activities within the buffer zone until the specified Section 106 process is complete. Work in all other Project areas may continue.

5. Following notification of an unanticipated discovery or effect, the MBTA, in coordination with FTA, the Section 106 POC, and consultants as appropriate, will investigate the discovery site and evaluate the resource(s). The MBTA or consultant will prepare and submit a written document containing a proposed determination of National Register eligibility for the resource and/or, if relevant, an assessment of the Undertaking's effects on historic properties. FTA may elect to assume eligibility and/or adverse effects for expediency.
6. If the unanticipated discovery is determined to be eligible for listing in the National Register and/or adverse effects cannot be avoided, the MBTA, in coordination with FTA, will propose in writing to SHPO and participating Tribe(s)/Nation(s) and consulting parties, treatment measures to resolve adverse effects.
7. If it is necessary to develop treatment measures, the MBTA, in coordination with FTA, will implement the approved treatment measures. The MBTA will ensure construction or maintenance-related activities within the buffer zone do not proceed until consultation with SHPO, Tribe(s)/Nation(s) and other consulting parties concludes with:
  - a. a determination that the resource is not National Register-eligible or there are no new adverse effects;
  - b. the agreed upon treatment measures have been implemented; or
  - c. it has been agreed that the treatment measures can be completed within a specified time period after construction-related activities have resumed.

#### B. Unanticipated Discovery of Human Remains

If the unanticipated discovery includes human remains or possible human remains, the MBTA will implement the procedures included in Stipulation X of this MOA, with additional plan details provided below. At all times suspected human remains must be treated with the utmost dignity and respect. Human remains or associated artifacts will be left in place and not disturbed without the informed consent of the FTA. No skeletal remains or materials associated with the remains will be photographed or removed except as specified in the procedures below. The MBTA will advise construction personnel to cease construction and will consult with FTA to address post-review concerns. Each step within these procedures will be completed within 48 hours unless otherwise specified:

1. If marked or unmarked graves, human remains, or remains believed to be human are encountered during development, all potential disturbance to the graves, remains, or associated items (e.g., artifacts, headstones, etc.) must cease immediately in the general area of the discovery. The MBTA will immediately take the following protective measures:
  - a. Secure and protect the remains and any associated artifacts in place in such a way that minimizes further exposure or damage from the public view, the elements, looting, and/or vandalism – for example, by using flagging tape to



- mark any small elements that may be easily lost, and then covering the find with a tarp.
- b. Ensure a perimeter with a 100-foot radius buffer zone around the discovery is established where there will be no excavation, operation of heavy machinery, or stockpiling. FTA may reduce or expand this buffer zone based on SHPO standards.
  - c. Retain any associated spoil piles or soils and cordon them off. The MBTA will secure the buffer zone through the installation of protective mesh fencing at minimum.
2. The MBTA will not resume ground disturbing and/or construction activities within the buffer zone until the specified Section 106 process is complete. Work in all other Project areas may continue.
  3. Remains are not to be photographed, except as determined necessary by appropriate officials (e.g., law enforcement, agency officials). Their discovery is to be treated as confidential information and kept within appropriate internal channels.
  4. The MBTA will notify FTA and the Section 106 POC within twenty-four (24) hours of the initial discovery.
  5. If human remains are discovered law enforcement will be notified as soon as possible in accordance with applicable State statute(s), to determine if the discovery is subject to a forensic investigation. Unless otherwise specified by state or local laws, law enforcement need not be notified in the case of marked graves (i.e., historic cemetery); or ambiguous bones which may be faunal (e.g., small fragments) unless they are later determined to be human by a qualified expert.
  6. If expert opinion is needed to assist in determining whether indeterminate osteological remains are human, or to assist in determining the age and affiliation of a discovery of human remains, then a qualified physical anthropologist will be consulted.
  7. If remains are determined to be human but a forensic investigation is not deemed appropriate, the MBTA will ensure compliance with any applicable State and local laws pertaining to human remains, funerary objects, and cemeteries. Discoveries of human remains on Federal or Tribal lands shall be subject to the Native American Graves Protection and Repatriation Act (NAGPRA) (25 USC §3001-3013, 18 USC § 1170); and the Archaeological Resources Protection Act (ARPA) (14 USC § 470), as applicable. FTA, in coordination with the MBTA, will consult with the appropriate Tribe(s)/Nation(s) and consulting parties.
  8. In the event the human remains encountered are of Native American origin, FTA, in coordination with the MBTA, will consult with the appropriate Tribe(s)/Nation(s) and

SHPO to determine treatment measures for the avoidance, recovery or reburial of the remains and any associated artifacts. When applicable, FTA and the MBTA will follow the principles within the ACHP's Policy Statement on Burial Sites, Human Remains, and Funerary Objects, dated March 1, 2023.

9. If the remains are not of Native American origin, the MBTA, in coordination with FTA, will consult with the SHPO and participating consulting parties to determine if the discovery is part of a historic property or is subject to other burial mitigation treatment per state historic preservation law and SHPO policy. They will then consider the effects, provide opportunity for appropriate descendant groups to comment, and resolve adverse effects, as appropriate.
10. If it is necessary to develop treatment measures, the MBTA, in coordination with FTA, will implement the approved treatment measures. The MBTA will ensure ground disturbing and construction-related activities within the buffer zone do not proceed until consultation with the SHPO, consulting Tribe(s)/Nation(s) and participating consulting parties concludes with:
  - a. a finding that the resource is not National Register-eligible or there are no new adverse effects;
  - b. the agreed upon treatment measures have been implemented; or
  - c. it has been agreed that the treatment measures can be completed within a specified time period after construction-related activities have resumed.
11. In extremely rare cases, emergency circumstance posing an imminent risk to the find (e.g. approaching natural disaster, landscape instability, immediate risk of theft) may necessitate the removal and temporary storage of individual elements, remains, or possible remains at any stage before the consultation process is completed. In general, it is expected that emergency circumstances are more likely to apply to individual elements or isolated sets of remains: they are not intended for large-scale removal, as a substitution for consultation and treatment, or to expedite any project. Wherever emergency circumstances may apply, the following guidelines must be followed:
  - a. Approval must be requested from FTA, accompanied by an explanation of exigent circumstances. Upon approval, FTA shall inform SHPO and other consulting parties of the decision within 24 hours. Removal will not be allowed where it is not warranted or where it conflicts with any legal directive.
  - b. Remains shall be treated with utmost care and respect at all times.
  - c. The extent of removal shall be restricted to only what is necessary to prevent immediate loss or damage.
  - d. Prior to removal, the following recording shall be done:
    - i. The find shall be photographed in situ, using a photo scale. Photographs are to include both close-up photos of the find, and context photos showing where the find is located on the landscape. The cardinal direction in which any overview photos were taken should be indicated,

either using a north arrow, or in a photo record. In the unlikely event that photos deal with many elements or multiple sources of bone, the relevant photos must be associated with relevant bags/boxes throughout the storage process. Photographs are to be treated as confidential, and will be considered the property of the FTA, regardless of the ownership of the device on which they were taken. No copies of the photos are to be publicly shared; or to be retained by individual personnel after the project's completion.

- ii. Location information – ideally GIS data – shall be recorded for the find.
- iii. Depth of the find below ground surface shall be recorded to the extent possible.
- iv. Any other relevant observation about the find or circumstances leading to discovery should be written down for posterity.
- e. Bones should be handled carefully with latex or nitrile gloves wherever feasible. Remains should be removed as carefully as possible, and never pulled out of the ground when a portion is still buried. Following removal, loose soil may be gently removed with a soft brush if desired, but more intensive cleaning should not occur. Care should be taken not to damage fragile bone.
- f. To the extent possible following removal, and in consideration of any remains or resources that may still be in the ground, the location should be marked with a medium that will not be lost in whatever exigent circumstances necessitated the initial removal of the remains (e.g., flagged rebar, cinder block).
- g. Remains must be protected from view, damage, and loss. In the case of multiple bones/fragments, they should not be overcrowded or jumbled together in a single container. The following storage guidelines will be followed to the extent possible:
  - i. Fragile, dry individual elements may be lightly wrapped in tissue-paper, linen cloth, or bubble wrap.
  - ii. Especially fragile or dirty elements may benefit from storage in tin-foil packets.
  - iii. Bone(s) should be placed in bags (e.g., zip lock or brown paper bag), and/or stored in a box with a secured bottom (e.g., filing box).
  - iv. If plastic bags are used, they should be left unsealed and upright in a box to prevent mold growth.
  - v. If non-plastic bags/containers are used, care should be taken to ensure that moisture from the remains does not cause the container(s) to rip over time.
  - vi. If bones are especially wet, they may be bagged or rebagged after they have had an opportunity to vent and dry, provided extreme care is taken to protect the bone itself and preserve associated labeling information.
  - vii. Bones should not be handled unnecessarily once dry and packed.

- h. Bearing in mind that some bones may deteriorate and become unidentifiable outside of burial contexts, remains must be stored in such a way that they can be identified and traced back to their specific origin, especially in case of multiple elements collected. Individual bags and/or external boxes should be labeled with pertinent information such as:
  - i. Project;
  - ii. Collection date;
  - iii. Collector/Discoverer;
  - iv. Unique GIS information;
  - v. Associated photos;
  - vi. Any identifying information about the burial/find (e.g., which burial, which trench or construction footprint);
  - vii. Any useful observations (e.g., which bone it is believed to be, or which side of the body the bone comes from).
  - viii. Should multiple bags/boxes exist, the use of packing lists and/or numbering systems are highly encouraged.
- i. Interim storage should be in a secure (ideally limited access and locking) location and protected from unnecessary disturbance or view. The FTA shall work with the MBTA, as well as any law enforcement or consulting parties, to determine any additional stabilization and long-term custody arrangements until appropriate consultation and treatment can be organized.

- 12. The MBTA, in coordination with FTA, will also ensure ground disturbing and construction or maintenance-related activities within the buffer zone do not proceed until the MBTA has complied with all applicable State or local cemetery or burials laws. Points of contact are as follows:

o MBTA, Tess Paganelli, 617-549-4357, [tpagenelli@mbta.com](mailto:tpagenelli@mbta.com)

o FTA, Jon Schmidt, 617-494-4742, [Jonathan.schmidt@dot.gov](mailto:Jonathan.schmidt@dot.gov)

**Attachment 2**

**Federally Recognized Tribes Participating in Consultation in Eastern Massachusetts**

**Delaware Tribe of Indians**

125 Dorry Lane Grants Pass  
Ogden, OR 95727  
[www.delawaretribe.org](http://www.delawaretribe.org)

Jeremy Johnson, THPO  
[jeremyjohnson@delawaretribe.org](mailto:jeremyjohnson@delawaretribe.org)  
262-825-7586

Susan Bachor, Preservation Representative (East Coast)  
[Sbachor@delawaretribe.org](mailto:Sbachor@delawaretribe.org)  
539-529-1671  
c. 610-761-7452

**Mohegan Tribe of Indians of Connecticut**

13 Crow Hill Road  
Uncasville, CT 06382  
[www.mohegan.nsn.us](http://www.mohegan.nsn.us)

R. James Gessner Jr., Chairman  
[communications@moheganmail.com](mailto:communications@moheganmail.com)  
860-862-6100

Elaine Thomas, Deputy THPO  
[ethomas@moheganmail.com](mailto:ethomas@moheganmail.com)  
860-862-6395

**Narragansett Indian Tribe**

4425 South County Trail  
Charlestown, RI 02813  
[www.narragansettindiannation.org](http://www.narragansettindiannation.org)

Gene Cam, THPO  
[office@nithpo.net](mailto:office@nithpo.net)  
410-364-1100

John Brown III THPO  
[tashtesook@aol.com](mailto:tashtesook@aol.com)  
401-585-0142  
401-286-3817

**Mashpee Wampanoag Tribe**

482 Great Neck Road South

Mashpee, MA 02649

[www.mashpeewampanoagtribe.com](http://www.mashpeewampanoagtribe.com)

Brian Weeden, Chairman

[brian.weeden@mwtribe-nsn.gov](mailto:brian.weeden@mwtribe-nsn.gov)

508-477-0208

David Weeden, THPO

[106review@mwtribe-nsn.gov](mailto:106review@mwtribe-nsn.gov)

508-477-0208

**Wampanoag Tribe of Gay Head (Aquinnah)**

20 Black Brook Road

Aquinnah, MA 02535

[www.wampanoagtribe-nsn.gov](http://www.wampanoagtribe-nsn.gov)

Cheryl Andrews-Maltais, Chairwoman

[chairwoman@wampanoagtribe-nsn.gov](mailto:chairwoman@wampanoagtribe-nsn.gov)

508-645-9265

Bettina Washington, THPO

[thpo@wampanoagtribe-nsn.gov](mailto:thpo@wampanoagtribe-nsn.gov)

508-645-9265 x.175

**Attachment 3**  
**Consulting Parties Contact Information**



**FTA**

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Cambridge, MA 02142-1026  
Peter.Butler@dot.gov

Jon Schmidt  
Environmental Protection Specialist Team Leader  
Federal Transit Administration  
220 Binney Street  
Floor 9-940  
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**MHC**

Brona Simon  
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Massachusetts Historical Commission  
220 Morrissey Boulevard  
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Brona.Simon@sec.state.ma.us

Elizabeth Sherva  
Deputy State Historic Preservation Officer/ Director of Architectural Review  
Massachusetts Historical Commission  
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**MBTA**

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**Boston Office of Historic Preservation**

Joseph Cornish  
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**Cambridge Historical Commission**  
Charles M. Sullivan  
Executive Director  
Cambridge Historical Commission  
831 Massachusetts Avenue, 2nd Floor  
Cambridge, MA 02139  
CSullivan@CambridgeMA.gov

**DCR**  
Brian Arrigo  
Commissioner  
Department of Conservation and Recreation  
251 Causeway Street, 9<sup>th</sup> Floor  
Boston, MA 02114  
Brian.Arrigo@mass.gov

Patrice Kish  
Chief of Planning and Engineering  
Massachusetts Department of Conservation & Recreation  
251 Causeway Street, 9<sup>th</sup> Floor  
Boston, MA 02114  
Patrice.Kish@mass.gov

Appendix D

DCR Concurrence with FTA Section 4(f)

*de minimis* Determination



**U.S. Department  
of Transportation  
Federal Transit  
Administration**

REGION 1  
Connecticut, Maine,  
Massachusetts,  
New Hampshire,  
Rhode Island, Vermont

Volpe Center  
220 Binney Street  
Floor 9-940  
Cambridge, MA 02142-1026

November 29, 2024

Brian Arrigo, Commissioner  
Massachusetts Department of Conservation & Recreation  
10 Park Plaza  
Suite 6620  
Boston, MA 02116

**RE: MBTA North Station Draw One Bridge Replacement Project,  
Boston and Cambridge, MA  
Section 4(f) Coordination with Official with Jurisdiction  
Determinations for DCR Review and Concurrence**

Dear Brian Arrigo:

The Federal Transit Administration (FTA) is providing financial assistance to the Massachusetts Bay Transportation Authority (MBTA) for the Draw One Bridge Replacement Project in Boston and Cambridge, Massachusetts. The scope of the undertaking involves demolishing the two existing bascule lift spans and replacing them with three vertical lift bridges. Owing to the strategic importance of the Charles River crossing, MBTA will maintain rail service to North Station through the duration of the project. Construction is anticipated to begin in April 2026 and be completed by November 2034.

As shown in **Attachment 1, Figure 1-1**, the proposed project would result in impacts to a variety of publicly-owned, public-parks and recreational properties managed by the Department of Conservation and Recreation (DCR). Due to the use of FTA funds for this transportation project, the properties discussed in this letter are subject to protection under Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966. Projects that require a federal action and that use Section 4(f) property require approval by the lead federal agency, unless the work meets one of the exceptions identified at 23 CFR 774.13.

This letter describes the potential impacts to or use of six publicly-owned, public parks and recreational properties managed by DCR: Gridley Locks Footpath and Parcel (Proposed South Bank Park), DCR Unnamed Vacant Parcel (part of Proposed South Bank Park), North Bank Bridge, Pier and Riverfront Walkway, Paul Revere Park, and North Point Park. The Section 4(f) properties, the project's proposed impacts or use, and measures to minimize harm are described below. Figures showing the location of the Section 4(f) properties within the project area and the

impacts to these 4(f) properties associated with the proposed Draw One Bridge Replacement Project are enclosed as **Attachment 1**.

The purpose of this letter is to inform DCR of FTA's intention to make a determination of Section 4(f) *de minimis* impacts to the Section 4(f) properties under the agency's jurisdiction. Pursuant to the coordination requirements at 23 CFR 774.5(b)(2)(i), FTA will publish this information in the Environmental Assessment (EA) being prepared to satisfy the requirements of the National Environmental Policy Act (NEPA) for the proposed project. FTA will utilize the 30-day public comment period for the EA to allow an opportunity for public review and comment on the FTA's intention to make a determination of Section 4(f) *de minimis* impacts. Following the conclusion of the public comment period, FTA will review and consider any relevant comments and provide them to DCR for review and consideration. After consideration of any comments from the public, FTA will then make a *de minimis* impact determination if DCR concurs that the proposed project, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

### **Project Impacts to Section 4(f) Properties**

#### No Section 4(f) Use

FTA has identified three Section 4(f) properties within the project area that would not experience a use from the proposed project, as defined in 23 CFR 774.17: Galvin Memorial Park, Lynch Family Skatepark, and Nashua Street Park. FTA has made this determination based on the following:

- The proposed project would not permanently incorporate land into a transportation facility;
- The proposed project would result in a temporary occupancy of land that is adverse in the terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13(d); and
- The proposed project would not result in a constructive use of the above referenced Section 4(f) properties as determined by 23 CFR 774.15.

FTA has determined no further coordination pursuant to 23 CFR 774 is required for Galvin Memorial Park, Lynch Family Skatepark, and Nashua Street Park.

#### Project Impacts to Section 4(f) Properties

FTA has identified six Section 4(f) properties within the project area, discussed further below, that including measures to minimize harm, would experience *de minimis impacts* from the project, for which FTA intends to make a *de minimis* impact finding pursuant to 23 CFR 774.3(b), 23 CFR 774.5(b)(2)(ii), and 23 CFR 774.17. 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).

*Gridley Locks Footpath and Parcel (Proposed South Bank Park)*

*Section 4(f) Property No. 5 on Figure 1-2 in Attachment 1.*

*Temporary Impacts: 7,000 Square Feet (0.16 Acres)*

The Gridley Locks Footpath and Parcel (Proposed South Bank Park) is a 670-foot walking path along the Charles River through the Gridley lock system. The recreational trail and parcel are situated in Boston on the south bank of the Charles River, both east of the Leonard P. Zakim Bunker Hill Memorial Bridge (Zakim Bridge), and northeast of Beverly Street. The proposed project would require the construction of a temporary construction road in the parking area on the property. The details of the proposed impact are shown on **Figure 1-5**. The impact would affect the use of approximately 16 of the 77 parking spaces on the property. The temporary construction access would be in place for approximately three years, which is significantly less than the duration of the construction of the project, currently anticipated to be eight years. Construction access is needed to support the movement of equipment and materials to and from the project construction site. The area of the proposed impact is approximately 7,000 Square Feet (0.16 Acres). The location of the proposed impact is detailed in **Figure 1-5**. To minimize the impact, MBTA proposes to repair paved surfaces within the impacted area to a condition as good or better than the existing condition. The impacts from the proposed project would not preclude any future development of the property. No recreational qualities of the footpath would experience an impact from the proposed project. The proposed project would not preclude any future improvements planned by DCR for the proposed South Bank Park. In consideration of the impacts and minimization and mitigation measures described above, the FTA has determined the proposed impacts to Gridley Locks Footpath and Parcel (proposed South Bank Park) are consistent with the definition of Section 4(f) *de minimis impact* pursuant to 23 CFR 774.17.

*DCR Vacant Parcel*

*(Proposed South Bank Park)*

*Section 4(f) Property No. 6 on Figure 1-2 in Attachment 1*

*Permanent Impacts: Less than 1000 Square Feet (0.02 Acres)*

*Temporary Impacts: 16,000 Square Feet (0.36 Acres)*

This Vacant Parcel is part of the Proposed South Bank Park and is situated on the south bank of the Charles River, beneath the Zakim Bridge, adjacent to its eastern abutment. DCR proposes to develop this 1.67-acre parcel with landscape plantings to reduce impervious surfaces, providing public recreational amenities and improving accommodations for bicycles and pedestrians. The proposed project would impact the Proposed South Bank Park by providing construction access for vehicles and materials. Project impacts include the installation of a new manhole for access to newly installed and extant subterranean infrastructure. The duration of the proposed impact is anticipated to last three years, which is significantly less than the duration of the construction of the project, currently anticipated to be eight years. The extant recreational walkway along the Charles River is to remain open during the project, except during material deliveries when

conditions are not safe for the general public. The area of the proposed temporary and permanent impact is approximately 16,000 Square Feet (0.36 Acres). The location of the proposed impact is detailed in **Figure 1-5**. To minimize the impact, MBTA proposes to repair paved surfaces within the impacted area to a condition as good or better than the existing condition. The impacts from the proposed project would not preclude any future development of the property. No recreational qualities of the footpath would experience an impact from the proposed project. The proposed project would not preclude any future improvements planned by DCR for the proposed South Bank Park. In consideration of the impacts and minimization and mitigation measures described above, the FTA has determined the proposed impacts to the Vacant Parcel (proposed South Bank Park) are consistent with the definition of Section 4(f) *de minimis impact* pursuant to 23 CFR 774.17.

#### *North Bank Bridge*

*Section 4(f) Property No. 8 on Figure 1-2 in Attachment 1*

*Impacts: Temporary Closure*

The North Bank Bridge is a 690-foot multi-use bridge that carries users under the Zakim Bridge and over the MBTA commuter rail tracks which lead to and from North Station. The North Bank Bridge is situated in Cambridge on the north bank of the Charles River. Three piers supporting the North Bank Bridge – numbered three, four, and five – are on MBTA property. Pier Three conflicts with railroad track realignment and construction within MBTA right-of-way. To allow for construction of the proposed project, the North Bank Bridge would be required to be raised one foot. This would entail relocating two bridge supports – Piers Three and Four – and constructing one additional bridge support – Pier 4A, modifying the bridge truss structure, and modifying and the lengthening the landings of the bridge within North Point Park and Paul Revere Park. The details of the proposed impact are shown on **Figures 1-4 and 1-6**. These construction activities would result in multiple closures of the North Bank Bridge for up to two weeks at a time. The total duration of anticipated closures is approximately 30 days. The closures are anticipated to place within a six-month period, which is significantly less than the duration of the construction of the project, currently anticipated to be eight years. To minimize the impact to users of the recreational path, MBTA will coordinate with DCR to develop a detour to connect North Point Park and Paul Revere Park. A signed detour would be posted for path users during construction activities. MBTA has coordinated with DCR park designers to come to agreement on the regrading, reseeding, and planting of all trees, shrubs, and other permanent plantings that may be impacted by the proposed project. Landscaping plans shall be developed in coordination with DCR for the restoration of disturbed areas for DCR to review and comment on at 30%, 50%, 75%, 100% and Final for Construction benchmarks. All paved surfaces would be restored to a condition as good or better than prior to construction. Further, MBTA will coordinate with DCR to review and comment on plans for raising the North Bank Bridge at 30%, 50%, 75%, 100% and Final for Construction benchmarks. In consideration of the impacts and minimization and mitigation measures described above, the FTA has determined the proposed

impacts to North Bank Bridge are consistent with the definition of Section 4(f) *de minimis impact* pursuant to 23 CFR 774.17.

*Pier and Riverfront Walkway*

*Section 4(f) Property No. 10 on Figure 1-2 in Attachment 1*

*Temporary Impacts: 5,000 Square Feet (0.11 Acres)*

The Pier and Riverfront Walkway is a waterfront feature on the south bank of the Charles River situated north of the Massachusetts General Hospital Building, east of Nashua Street Park, and just west of the tracks at the north end of North Station. The Pier and Riverfront Walkway are shown in detail on **Figure 1-3**. The proposed project would require closing the pier for recreational use to allow the contractor to access the south trestle for construction activities. The duration of the closure is anticipated to be five years, which is less than the duration of the project, currently anticipated to be eight years. Construction related activities on the Pier and Riverfront Walkway include removing trees to facilitate access for construction vehicles and materials. Multiple deliveries would occur each day at this location. The Riverfront Walkway between the DCR Pier and the fence of the west side of North Station would be temporarily closed during material deliveries. The area of the proposed impact is anticipated to be less than 5,000 square feet (0.11 Acres). To minimize the impact to the Pier and Riverfront Walkway, MBTA has coordinated with DCR park designers to come to agreement on the regrading, reseeding, and planting of all trees, shrubs, and other permanent plantings that may be impacted by the proposed project. Landscaping plans shall be developed in coordination with DCR for the restoration of disturbed areas for DCR to review and comment on at 30%, 50%, 75%, 100% and Final for Construction benchmarks. All paved surfaces would be restored to a condition as good or better than prior to construction. In consideration of the impacts and minimization and mitigation measures described above, the FTA has determined the proposed impacts to Pier and Riverfront Walkway are consistent with the definition of Section 4(f) *de minimis impact* pursuant to 23 CFR 774.17.

*Paul Revere Park*

*Section 4(f) Property No. 4 on Figure 1-2 in Attachment 1*

*Permanent Impacts: 155 Square Feet (< 0.01 Acres)*

*Temporary Impacts: 37,500 Square Feet (0.86 Acres)*

Paul Revere Park at N. Washington Street in Boston is a 7.5-acre publicly-owned, public park situated east of the Zakim Bridge on the north bank of the Charles River and north of Gridley Locks. Features of the park include open greenspace for passive recreation, paved multi-use paths, and a children's playground. The proposed project would impact Paul Revere Park for modifications to the east landing of the North Bank Bridge. The details of the proposed impact are shown on **Figure 1-4**. Anticipated construction activities comprise approximately 37,500 Square Feet (0.86 Acres) to allow access for vehicles and equipment, jacking the North Bank



Bridge abutment, and regrading and planting. Impacts to trees and landscaping plantings would occur within areas of construction activity. Construction activities would require temporary closures of three walkways for up to two weeks at a time. The total duration of anticipated closures is approximately 30 days. The closures are anticipated to take place within a six-month period, which is significantly less than the duration of the construction of the project, currently anticipated to be eight years. To minimize the impact to users of the recreational path, MBTA will coordinate with DCR to develop a detour to connect North Point Park and Paul Revere Park. A signed detour would be posted for path users during construction activities. MBTA has coordinated with DCR park designers to come to agreement on the regrading, reseeding, and planting of all trees, shrubs, and other permanent plantings that may be impacted by the proposed project. Landscaping plans shall be developed in coordination with DCR for the restoration of disturbed areas for DCR to review and comment on at 30%, 50%, 75%, 100% and Final for Construction benchmarks. All paved surfaces would be restored to a condition as good or better than prior to construction. In consideration of the impacts and minimization and mitigation measures described above, the FTA has determined the proposed impacts to Paul Revere Park are consistent with the definition of Section 4(f) *de minimis impact* pursuant to 23 CFR 774.17.

#### *North Point Park*

*Section 4(f) Property No. 7 on Figure 1-2 in attachment 1*

*Temporary Impacts: 37,500 Square Feet (0.84 Acres)*

*Permanent Impacts: 400 Square Feet (0.04 Acres)*

North Point Park at 6 Museum Way in Cambridge is an 8-acre publicly-owned, public park situated northwest of Draw One and south of the Leverett Circle Connector. Features of the park include a playground, boat docks, greenspace, multi-use paths, and a waterfront promenade. The proposed project would impact North Point Park through modifications to the west landing of the North Bank Bridge. The modification would require erecting three shoring towers under the North Bank Bridge. Each tower would have a footprint of approximately 100 Square Feet. Construction activities would be staged from the north side of the bridge where there are limited opportunities for recreational activities. Modifications to the North Bank Bridge east landing would permanently impact approximately 140 feet of walkway at the existing abutment. The total anticipated impacts to North Point Park are approximately 37,500 Square Feet (0.84 Acres). The details of the proposed impact are shown on **Figure 1-6**. Construction activities would require temporary closures of three walkways for up to two weeks at a time. The total duration of anticipated closures is approximately 30 days. The closures are anticipated to place within a six-month period, which is significantly less than the duration of the construction of the project, currently anticipated to be eight years. To minimize the impact to users of the recreational path, MBTA will coordinate with DCR to develop a detour to connect North Point Park and Paul Revere Park. A signed detour would be posted for path users during construction activities. MBTA has coordinated with DCR park designers to come to agreement on the regrading, reseeding, and planting of all trees, shrubs, and other permanent plantings that may be impacted by the proposed project. Landscaping plans shall be developed in coordination with DCR for the

restoration of disturbed areas for DCR to review and comment on at 30%, 50%, 75%, 100% and Final for Construction benchmarks. All paved surfaces would be restored to a condition as good or better than prior to construction. In consideration of the impacts and minimization and mitigation measures described above, the FTA has determined the proposed impacts to North Point Park are consistent with the definition of Section 4(f) *de minimis impact* pursuant to 23 CFR 774.17.

### **Request for Concurrence**

FTA requests your concurrence, as the official with jurisdiction, with its determination that the impacts to Gridley Locks Footpath and Parcel (Proposed South Bank Park), DCR Unnamed Vacant Parcel (part of Proposed South Bank Park), North Bank Bridge, Pier and Riverfront Walkway, Paul Revere Park, and North Point Park are consistent with the definition of Section 4(f) *de minimis impact* at 23 CFR 774.17. Pursuant to the coordination requirements at 23 CFR 774.5(b)(2)(i), FTA will publish this information in the Environmental Assessment (EA) being prepared to satisfy the requirements of the National Environmental Policy Act (NEPA) for the proposed project. Following the conclusion of the public comment period, FTA will review and consider any relevant comments and provide them to DCR for review and consideration. After consideration of any comments from the public, FTA would then make a *de minimis impact* determination, if DCR concurs that the proposed project, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

By signing your concurrence below, you indicate DCR agrees the proposed project, after consideration of any comments from the public and after measures to minimize harm are employed, would not adversely affect the activities, features or attributes that make the property eligible for Section 4(f) protection and that the agency concurs with FTA's Section 4(f) *de minimis impact* determination.

Thank you for your time and cooperation on this matter. Should you have any questions or concerns or require additional information about the project, please contact Jonathan Schmidt, Environmental Protection Specialist, at 617-494-4742 or via email at [Jonathan.Schmidt@dot.gov](mailto:Jonathan.Schmidt@dot.gov).

Thank you for your review and coordination on this project.

Sincerely,

PETER SHANNON  
BUTLER

Digitally signed by PETER  
SHANNON BUTLER  
Date: 2024.11.20 08:12:19  
-05'00'

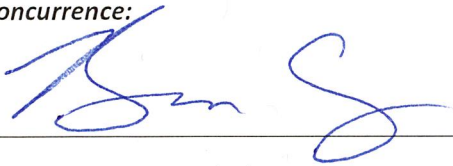
Peter S. Butler  
Regional Administrator  
FTA Region 1

Attachments:

Attachment 1. Maps and Figures of Proposed Impacts to Section 4(f) Properties

cc: Karl Eckstrom, Senior Director, Bridge & Structures Program, MBTA  
Kim Hanton, Chief of Staff, DCR  
Meredith Sandberg, Chief of Quality, Compliance & Oversight, MBTA  
Tess Paganelli, Director of Environmental Review and Permitting, MBTA

**Concurrence:**

A handwritten signature in blue ink, appearing to read "Brian S.", is written over a horizontal line.

Brian Arrigo, Commissioner  
Massachusetts Department of Conservation and Recreation

1.8.25

Date

Appendix E  
NOAA Fisheries ESA Section 7 Consultation



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
GREATER ATLANTIC REGIONAL FISHERIES OFFICE  
55 Great Republic Drive  
Gloucester, MA 01930

January 10, 2025

Peter S. Butler  
Regional Administrator Region 1  
Federal Transit Administration  
U.S. Department of Transportation  
Volpe Center  
220 Binney Street  
Floor 9-940  
Cambridge, MA 02142-1026

**Re: FTA North Station Draw One Bridge Replacement Boston and Cambridge, MA**

Dear Mr. Butler:

We have completed our consultation under section 7 of the Endangered Species Act (ESA) in response to your letter received December 2, 2024, and revised on December 19, 2024, regarding the above-referenced proposed project. We reviewed your consultation request document and related materials. Based on our knowledge, expertise, and your materials, we concur with your conclusion that the proposed action is not likely to adversely affect any NMFS ESA-listed species or designated critical habitat. Therefore, no further consultation pursuant to section 7 of the ESA is required.

We would like to offer the following clarifications to complement your incoming request for consultation. Regarding ESA-listed species under our jurisdiction that can potentially be present in your action area, which includes all of Boston Harbor up to 7.5 miles from the project site, adult and juvenile North Atlantic right whales can be present while foraging year-round, although their occurrence is expected to be rare. As part of your biological assessment, you determined that the proposed action will not have effects on listed fin whales. Therefore, the effects of the proposed action on fin whales will not be considered further. Lastly, regarding your analysis of effects from increased vessel traffic, the proposed action will result in an increased risk of vessel strikes when added to the baseline conditions that is too small to be meaningfully measured, detected or evaluated. Therefore, the effects from an increased risk of a vessel strike to listed species are insignificant.

On July 5, 2022, the U.S. District Court for the Northern District of California issued an order vacating the 2019 regulations that were revised or added to 50 CFR part 402 in 2019 ("2019 Regulations," see 84 FR 44976, August 27, 2019) without making a finding on the merits. On September 21, 2022, the U.S. Court of Appeals for the Ninth Circuit granted a temporary stay of the district court's July 5 order. On November 14, 2022, the Northern District of California issued an order granting the government's request for voluntary remand without vacating the 2019 regulations. The District Court issued a slightly amended order two days later on November 16, 2022. As a result, the 2019 regulations remain in effect, and we are applying the 2019 regulations here. For purposes of this consultation and in an abundance of caution, we



considered whether the substantive analysis and conclusions articulated in the letter of concurrence would be any different under the pre-2019 regulations. We have determined that our analysis and conclusions would not be any different.

Reinitiation of consultation is required and shall be requested by the federal agency or by us, where discretionary federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) if the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this consultation; or (c) if a new species is listed or critical habitat designated that may be affected by the identified action. No take is anticipated or exempted. If there is any incidental take of a listed species, reinitiation would be required. Should you have any questions about this correspondence please contact Roosevelt Mesa at (978) 281-9186 or by email at [Roosevelt.Mesa@noaa.gov](mailto:Roosevelt.Mesa@noaa.gov). For questions related to Essential Fish Habitat, please contact Alexa Cacacie with our Habitat and Ecosystem Services Division at (978) 281-9294 or by email at [Alexa.Cacacie@noaa.gov](mailto:Alexa.Cacacie@noaa.gov).

Sincerely,

A handwritten signature in black ink that reads "Jennifer Anderson". The script is cursive and fluid, with the first name and last name clearly legible.

Jennifer Anderson  
Assistant Regional Administrator  
for Protected Resources

EC: Cacacie, NMFS/HESD; Schmidt, FTA  
ECO: GARFO-2024-03172  
File Code: H:\Section 7 Team\Section 7\Non-Fisheries\FTA\Informal\2024\FTA Draw One Bridge Replacement

# Appendix F

## NOAA Fisheries EFH Consultation



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
GREATER ATLANTIC REGIONAL FISHERIES OFFICE  
55 Great Republic Drive  
Gloucester, MA 01930

January 13, 2025

Peter S. Butler  
Regional Administrator  
USDOT, Federal Transit Administration Region 1  
Volpe Center, 220 Binney Street  
Cambridge, MA 02142

**Re: North Station Draw One Bridge Replacement Project**

Dear Mr. Butler:

We have reviewed the Essential Fish Habitat (EFH) Assessment for the North Station Draw One Bridge Replacement Project located on the Charles River in Boston, Massachusetts. According to the EFH Assessment, prepared by TRC Environmental Corporation (TRC) on behalf of the Federal Transit Administration (FTA) and Massachusetts Bay Transportation Authority (MBTA), the proposed project would replace the existing two structures comprising the Draw One Bridge over the Charles River with three new vertical lift bridge structures. Associated activities include the replacement of Signal Tower A, replacement of the approach trestles, and related adjustments and upgrades to track alignments, communications, and signaling systems. According to section 2.2.1 *Construction Schedule and Sequence* of the provided documents, construction is expected to begin in 2026 and be completed in 2034, being undertaken in five phases. The new bridge span upstream of existing structures is to be constructed first, followed subsequently by each of the remaining bridge spans in two successive phases so that four tracks remain operational throughout the construction period.

Previous coordination on this project with us included agency coordination meetings on May 7, 2020, April 15, 2021, and February 25, 2022. Permitting timelines were discussed and we provided guidance on time of year (TOY) restrictions for winter flounder and diadromous species within the project site. Habitat delineations, EFH, and NOAA Trust Species were sufficiently described and the best management practices (BMPs) that were incorporated into the proposed project were very detailed and included sufficient minimization and avoidance measures for protecting EFH and diadromous fish. Therefore, we have no further conservation recommendations to offer for this project.

Please note that a distinct and further EFH consultation must be reinitiated pursuant to 50 CFR 600.920(1) if new information becomes available or the project is revised in such a manner that affects the basis for the above EFH conservation recommendations. If you have any questions regarding information in this letter, please contact Alexa Cacacie at [alexa.cacacie@noaa.gov](mailto:alexa.cacacie@noaa.gov).





Sincerely,

*Christopher Boelke*

Christopher Boelke  
Chief, New England Branch  
Habitat and Ecosystem Services

cc: Jonathan Schmidt, FTA  
Michelle Muhlanger, FTA  
Paul Kincaid, FTA  
Peter Butler, FTA  
Dale Youngkin, NOAA OPR  
Christopher Boelke, NOAA HESD  
Roosevelt Mesa, NOAA PRD  
Christine Vaccaro, NOAA PRD

## Appendix G

### Permits and Approvals

### Permits and Approvals Required for the Proposed Project

| Law/Regulation                                                                                                                  | Agency                                                                                                     | Activity                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Federal</b>                                                                                                                  |                                                                                                            |                                                                                                                                                                                                         |
| Section 4(f) of the United States Department of Transportation Act (49 USC §303) and implementing regulations (23 CFR Part 774) | Federal Transit Administration (FTA)                                                                       | Evaluation of Section 4(f) property use                                                                                                                                                                 |
| 33 CFR Part 114 and 115                                                                                                         | U.S. Coast Guard (USCG)                                                                                    | Bridge permit                                                                                                                                                                                           |
| National Historic Preservation Act (54 USC §306101 et seq.) and implementing regulations (36 CFR Part 800)                      | Advisory Council on Historic Preservation; Massachusetts Historical Commission; Consulting Parties         | Section 106 consultation regarding effects on historic resources                                                                                                                                        |
| Endangered Species Act (ESA) of 1973 (16 USC §1531-1544) and implementing regulations (50 CFR Part 402)                         | U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA)             | Section 7 coordination/consultation regarding presence of federally threatened and endangered species                                                                                                   |
| Migratory Bird Treaty Act (16 USC §703-712)                                                                                     | U.S. Fish and Wildlife Service (USFWS)                                                                     | Review and consultation regarding migratory birds                                                                                                                                                       |
| Magnuson-Stevens Fishery Conservation and Management Act (MSA) (16 USC §1801 et seq) and implementing regulations (50 CFR 600)  | National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NOAA Fisheries) | Review and consultation regarding Essential Fish Habitat (EFH)                                                                                                                                          |
| Marine Mammal Protection Act (MMPA) (16 USC §1361 et seq) and implementing regulations 50 CFR Part 18                           | National Marine Fisheries Service (NOAA Fisheries)                                                         | Review and consultation regarding marine mammals                                                                                                                                                        |
| Section 404 of the Clean Water Act (CWA) (33 USC 1344); Section 10 of the Rivers and Harbors Act (33 USC 403)                   | U.S. Army Corps of Engineers (USACE)                                                                       | Section 404 permit for placement of dredged or fill material into waters of the United States; Section 10 permit for construction of any structure in or over any navigable waters of the United States |
| Section 402 of the Clean Water Act (CWA) (33 USC 1342)                                                                          | U.S. Environmental Protection Agency (EPA)                                                                 | National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities and Point Source Discharge Individual Outfall Permit                                                 |

| Law/Regulation                                                                                     | Agency                                                                                                  | Activity                                                                          |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| <b>State</b>                                                                                       |                                                                                                         |                                                                                   |
| 302 CMR 11.08                                                                                      | Massachusetts Department of Conservation and Recreation (DCR)                                           | Construction Access Permit                                                        |
| Section 8(m) of Chapter 372 of the Acts of 1984                                                    | Massachusetts Water Resources Authority (MWRA)                                                          | Section 8(m) Permit                                                               |
| Section 401 of the Clean Water Act (CWA) (33 USC 1341)                                             | Massachusetts Department of Environmental Protection (MassDEP)                                          | Water Quality Certification                                                       |
| Massachusetts Endangered Species Act (MESA) 321 CMR 10.00                                          | Massachusetts Division of Fisheries & Wildlife; Natural Heritage and Endangered Species Program (NHESP) | Consultation regarding presence of state rare, threatened, and endangered species |
| Coastal Zone Management Act (CZMA) (16 USC 1451 et seq) and implementing regulations (15 Part 923) | Massachusetts Office of Coastal Zone Management (CZM)                                                   | Determination of consistency with the State CZM coastal program                   |

Source: TRC Companies, Inc, 2024; STV Incorporated, 2024.