

Northern Avenue Bridge Correspondence Log



ID No. (Date)	Issue, Complaint or Question	Source(City of Boston Email, Squarespace)
5-21-2020	<p>I am an abutter (-----), an interested design professional (FAIA, former chair of the BSA Urban Design Committee), and President of LIGHT Boston, frequently working with the City on good lighting for our nighttime environment. I first studied the urban design impact of the Old Northern Avenue Bridge under a BRA contract in 1987. More recently, I led the Light Boston team that co-sponsored the lighting celebration of that bridge for DPW in 2013</p> <p>The currently proposed design has many fine aspects. The new truss sculpture is an elegant recall of the original structure, while responding to the reality of higher tides. The main feature of the rotation mechanism display tells the unique story of this exemplary engineering solution well. The pedestrian and bicycle experiences present exciting bridging opportunities and a valuable new waterfront attraction. The potential for two lanes of vehicle traffic when needed to supplement the inevitable Moakley Bridge repairs, as well as current emergency vehicles, responds to the imperative for increased vehicular access to South Boston. But the current design places the two essential purposes – pedestrian and vehicular – directly at odds with one another in a zero-sum struggle. As the crossing is currently imagined, it appears that one side must “lose” while the other “wins”. This will leave the City with at least one disappointed, disillusioned, intractable and angry constituency.</p> <p>I propose a compromise in which the spirit of the new bridge design is kept, but by which each need can be met with the certain knowledge that the other cannot become dominant in the future. To let us think in a new way, let's separate the two sides of the bridge into two different and independent purposes. In general, let the south (upstream) section be designed to be purely vehicular, and pretty much designated for that. Let the northern (downstream, harbor) span be built for a purely pedestrian (and sometimes bicycles) experience with amenities, and at reduced cost. Both sides win!</p> <p>As to the lighting of the new bridge, what has been designed is elegant in its simplicity, and poetic in its delicacy. But it is static. It does not move. I suggest that the element of movement – that magical and almost unbelievable period when the old bridge was swinging, hanging out over the water moving majestically into the open position, will be lost from memory. Could imaginative lighting re-create the illusion of the dramatic sweep of that engineering marvel? Of course. LIGHT Boston is ready to go to work immediately again with the City on this bridge to capture such a remarkable destination effect.</p> <p>What a wealth of wonderful opportunities there are for the City to satisfy all interests with a truly multi-purpose crossing! Press on! It's a noble endeavor.</p>	Email to project inbox
5-18-20_1	<p>Best wishes. Sincerely yours,</p> <p>Wow, great illustrative video, thank you!</p> <p>It serves to provide insights to this phenomenally wasteful proposal;</p> <p>Appears as though the prior (non)infrastructure is decrepit and beyond salvaging. If correct, the project must be considered 'blank-slate'. Few problems; In harbor construction exponentially increases cost. The same \$ on solid-ground will provide better return for dollars For a northeastern city with 3 ½ days of summer, an outdoor venue is not intelligent My 10-year-old could create a better design on MineCraft. Walk-it-again...slowly and you will see a majority of the seating has Bostonian's staring at the under-girders of the structure, I think not Abundant waterside walkways in Seaport are underutilized. Additional space is not required. Add to this the fab acreage on Atlantic Ave and any thinking person must ask why... Ask why not. Convert city tax foreclosure properties for; Veteran homeless population Battered women (and children) shelters Opioid treatment and recovery centers Challenged assisted-living and/or full-care homes This project appears to be promoted by a group of privileged people who never worked for the money they so freely squander,</p>	Email to project inbox
5-11-20_2	<p>Good afternoon team,</p> <p>First of all I want to commend the great work that has led up to this exciting proposed design. As a member of Boston's architectural community I really appreciate the efforts to integrate public space into the bridge. With that said I wanted to raise a concern I had during the live presentation that was not answered during the Q&A. I understand that the design is only at an SD/early DD level so things are still in flux, but the conditions at the mouth of Old Sleeper Street created by the raising of the bridge for climate reasons is very much unresolved. This pedestrian-only street is currently a vital link in the Harbor Walk and is arguably one of the best public-realm spaces in the city, activated by two restaurants. It is unfortunate to see a design that at best does not address this area adequately and at worst does not respect this space and its neighbors. Sloping the entire street to meet the raised level of Northern Avenue creates a wall in front of the Barking Crab while disconnecting it from the Envoy Hotel. Please see my attached markup. One potential way to resolve this is to create a switch-back ramp leading up from Old Sleeper Street to the bridge elevation as is proposed on the other side of the street and the other end of the bridge. But yet a better way to resolve this condition already exists in the Seaport. At the intersection of Farnsworth Street and Seaport Boulevard is a level change that is managed quite successfully. I sincerely hope the team is looking at this condition and will engage their neighbors thoughtfully. I understand that this area of the design may only be a place holder but given its public nature I really hope it gets treated with the same level of vigor that has been put into the beautiful public space proposed at mid span of the bridge.</p> <p>Thank you,</p>	Email to project inbox
5-11-20_1	<p>As someone who chose to live in the Seaport district in order to live a mostly car-free lifestyle, I want to applaud the team for creating such an inspiring and thoughtful design. I look forward to being able to enjoy walking across the bridge on a daily basis sometime in the future.</p> <p>Thank you,</p>	Email to project inbox
5-9-20_1	<p>Walking/biking bridge .yea!</p> <p>Suggest separate lane for bikes to connect to bike lane on Commercial St.. city bike lanes need to interconnect.</p> <p>Community gardens. plan seems to have some garden space, perhaps no room for community gardens here, but there are none in the North End and it would be great to have community garden space somewhere in the seaport plan.</p>	Squarespace submission
5-8-20_2	<p>First I'd like to say you did a great job on the renderings and video presentation. Very dramatic. I have a gripe about one part of the design. The curvilinear trislee and bike/bus path is a little silly. Why does every new project have to be curvilinear? There's nothing wrong with the trellises in Christopher Columbus park or post office square. In fact, their linear geometry enhance the tranquility of the experience of walking under them. The Allees of paris are another example of this. On another note, the creation of social spaces is particularly impressive. The small amphitheatre and harbor lookout are great ideas. I am excited to see how this project turns out. Best of luck.</p>	Email to project inbox
5-8-20_1	<p>Hello,</p> <p>I just wanted to thank you all for your work to move this project forward. I used to live in the North End, and would walk to work in the Seaport every morning until the bridge closed in 2014. I love that bridge, and I love the design proposal your team is putting forward. Perfect blend of old and new, and a great compromise between pedestrian and vehicular traffic.</p> <p>Great job to all who are working on it – excited to see how the final design shakes out through 2020.</p>	Email to project inbox
5-7-20_9	<p>Thank you for presenting the initial design of the Northern Avenue Bridge at the Community meeting on 5/6. I appreciate the hard work you have put in to the design and outreach.</p> <p>Unfortunately, I have many concerns with the currently proposal.</p> <ol style="list-style-type: none"> 1) I think the close proximity of buses and private shuttles will prevent this space from being a space for public gathering and recreation, as you have suggested. 2) The cost for this bridge has ballooned in order to accommodate private shuttles. At the current price and design, I would prefer this money to be spent instead on other improvements for pedestrian and bicycle safety and bus transportation. 	Email to project inbox

5-7-20_8	<p>Hello,</p> <p>The following is my comment on the current proposal for the Northern Ave Bridge:</p> <p>Summer Street, Congress Street, and Seaport Blvd. already carry motor vehicles over the Fort Point Channel. Can we please have just one bridge that doesn't?</p> <p>I understand the need for bus lanes, but the Evelyn Moakley Bridge currently has four lanes that carry (often speeding) private vehicles. Do we need that many lanes for private vehicles? Isn't there room on that bridge for bus lanes?</p> <p>I'm a city resident in Egleston Square whose primary mode of transportation is bicycle year-round. The same is true for my wife and has been for many years. We've always enjoyed the small footprint of Boston and how it lends itself to active transportation, despite the lack of bike infrastructure and hostile drivers. Even a trip from Hyde Park to Charlestown wouldn't cover half the length of many American cities.</p> <p>However, with our 9-month old baby now here - I feel less and less like we can freely access all city neighborhoods safely as a family. Getting through the downtown neighborhoods, is often the worst of it.</p> <p>The city has really dropped the ball on transportation equity in the past few years (scrapped Morrissey Blvd. improvements, etc.) Please stop the wasteful infrastructure and build a bridge for the future.</p> <p>We hope to be able to enjoy the Seaport more, but until the city makes it more accessible (in more ways than one), it's possibly the only neighborhood in Boston proper that you won't find our family.</p> <p>Wishing Safety and Health to you all,</p>	Email to project inbox
5-7-20_7	<p>Design Engineer,</p> <p>On behalf of the entire CMC team, we hope this message finds you in good health. I would like to request your guidance and recommendation for our products material to be approved for all structures under your firm for the above-mentioned projects.</p> <p>I am responsible of the Northeast region I would be your point of contact for the MMFx - ChromX and (ATB) All threaded bar material for present or future projects.</p> <p>Regardless of whether you think the CMC is a good fit for you, I just want to tell you how much I appreciate you giving us the opportunity to talk with you. I would like to request a meeting with you and your team and design engineers for a presentation in the future, if at all possible, to discuss our MMFx (Chromx) line of products, I know that you have a very busy schedule so I will only take up to an hour of your time</p> <p>(MMFx) ChromX grade 100 and 120 ksi per ASTM A1035 and ASTM A615 All Thread Bar Grade 80 and 100 ksi for Marine Structure Reinforcing, Bridge Deck/Slabs, Pier, Seawall, Foundation, Shear wall and Columns.</p> <p>Grade 80 ksi Bars All threaded bars for Micro Piles, Soil Nails, Tie Back, Tie Rods and Tie Downs applications.</p> <p>We are anticipating having ATB grade 80 ksi material available in stock in the beginning of January 2020.</p> <p>Grade 100 & 150 ksi will follow in the near future 2020</p> <p>I have attached my Outlook contact information for your and our catalog for your library Additional information on this link; Project Profiles: https://www.cmc.com/en/americas/our-businesses/mill-products/chromx/resource-library/documents/project-applications-and-agency-approvals_sept_201.aspx Technical Cost Studies: https://www.cmc.com/en/americas/our-businesses/mill-products/chromx/resource-library/technical-cost-studies</p>	Email to project inbox
5-7-20_6	<p>Dear Northern Avenue Bridge Team:</p> <p>I want to thank you for your excellent presentation last night- especially under the current circumstances- and for Para's skill in handling an endless stream of comments and questions. At this point, I would like to add one of my own:</p> <p>I want to congratulate all of you on creating such an exciting and creative solution to the project. In particular, Etty Padmodipoetro, should be applauded. My only concern, especially as someone who resides so close to Northern Avenue Bridge, is that the new Bridge will become just another "destination attraction". Even in the midst of a Shelter-in-Place pandemic, the Seaport continued to draw visitors from elsewhere last weekend!</p> <p>I believe that the Bridge would benefit from having a stronger connection to the communities it should represent, mainly the Seaport and the Fort Point Channel, and have a priority of serving these neighborhoods and utilized by their residents. The Seaport is new and is in need of creating a unique identity. The Bridge could be used towards this goal. Conversely, the Fort Point Channel represents one of the oldest and the largest artist community in New England, and this entity should be expressed by the Bridge as well.</p> <p>I am aware that there will be a Public Art component, and commissions might target some of the artists of the Fort Point community. However, after being bombarded by Facebook images of Bostonians who have been taking walks along flowered and tree-lined streets during the past few weeks, I have realized how bereft the Seaport District is of landscaping and greenery, in addition to its sense of community. Therefore, rather than having another Starbucks or Sweetgreens on the new Bridge, perhaps it could fill these absences. Landscaping could connect the end of the Harbor Walk with the entrance to the Bridge, giving it a feeling of continuity. However, on a neighbor-oriented level, how about a dog park and some community gardens for the local residents- elements that are so common to other neighborhoods in the city?</p> <p>Lastly, I am curious as to whether the central circular platform- which is suppose to echo the opening structure on the old bridge- is capable of serving as a stage for small-size performances?</p> <p>Thank you for your review of my suggestions, and I hope that they prove to be helpful.</p> <p>Best wishes for continued good health to you and your families,</p>	Email to project inbox
5-7-20_5	<p>Vendor Lists -How does one get on these or sign up for them?</p> <p>Kind regards/Cordialement,</p>	Email to project inbox
5-7-20_4	<p>Dear Team for the Northern Avenue Bridge, Chris, and Stacy,</p> <p>I typed a question last night and was asked to send my question by email:</p> <p>- How much square footage is given to pedestrians in comparison to the square footage given as dedicated space to bicyclists?</p> <p>I asked a second question that time didn't allow to be asked:</p> <p>- With Covid, can you include academics on the team so science about the built environment and public health is applied to the design?</p> <p>My perception was the design achieved goal #4 of Destination but the plans were of a hardscape park on the water for pedestrians to sit or stand. The Northern Avenue Bridge was built as a transportation bridge to get across water. While there are many opportunities to sit or stand on land, there are not many opportunities to travel from one side of a body of water to another. With Covid, we need to provide new locations for transportation that sustains a person's health and that is healthy for the traveler and other travelers.</p> <p>The Northern Avenue Bridge should be redesigned with Covid and health in mind. The timing is no fault of yours but we shouldn't be spending so much money on a bridge design that was for a different time, a time when Millennium Park in Chicago was built (1997).</p> <p>Thanks so much,</p>	Email to project inbox

5-7-20_3	<p>Thank you for your presentation on the new Northern Ave bridge design – it looks wonderful. I'm particularly excited about the promenade and the lower deck, which add much-needed open space right on the waterfront – really, as close as you can get to the water!</p> <p>However, I wanted to share my concern about including room for motor vehicles in the design. There's a significant constriction and no clear delineation between the bus lane and the pedestrian areas at each of the bridge's landings, which really undermines the feeling of comfort that the span of the bridge provides. Also, without significant traffic calming, the "Moakley" side of the bridge will be subjected to large vehicles (buses and shuttles) moving at high speeds (due to the wide, straight nature of the lane), which will make it feel unwelcoming. It's also important to point out that a shared bus/bike lane is not an all-ages-and-abilities facility, which should be the standard for any new bike lane construction. At minimum, I would suggest separating the bus lane from the bike lanes (perhaps requiring all pedestrian traffic to stay on the "Harbor" side of the bridge), and adding some type of curb, planter, or other vertical separator to isolate the motor vehicle traffic from the vulnerable users. Really, it seems like there should be no motor vehicles on the bridge at all. To improve #4 bus service, why not put bus lanes on the Moakley bridge? That would be the best of both worlds.</p> <p>Thanks,</p>	Email to project inbox
5-7-20_2	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>Bostonians need spaces like this without cars so that they can be safe moving throughout the city on non-car modes of transportation. I will be biking on this bridge every day once it's complete, and I don't want to have to put my life in danger the way I do on the Summer St bridge, Congress St bridge, Seaport Blvd bridge, Traveler St bridge, W. 4th St. bridge, and practically every other bridge in Boston.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-7-20_1	<p>Nice job last night! I look forward to working with you on the permitting side of the project. Regards,</p>	Squarespace submission
5-6-20_7	<p>Dear decision-makers,</p> <p>I support a car-free bridge at Northern Avenue. This has been the preferred public option all along. Now more than ever, with coronavirus expected to put a strain on spending, the City should be pursuing the less costly, people-first option.</p> <p>Thank you,</p>	Email to project inbox
5-6-20_6	<p>Hello</p> <p>I was not able to join the Zoom meeting tonight. I would like to comment on the possible options. I feel strongly the City of Boston should support a non-motorized bridge only. That is, the bridge should not include options for transit, personal vehicles, or any other motorized vehicles on the span. It should be only available for walking and cycling use only. Not only would this save a significant amount of money, but it would prioritize usage that fits with Boston's goals for Vision Zero, GoBoston 2030, and general trends on how Boston gets around for the next foreseeable future.</p> <p>Thanks</p>	Email to project inbox
5-6-20_5	<p>Thanks for the presentation today! It's great to see how far it's come. I like the idea of keeping some history, while also moving into the future with a better plan than the past. Boston has great history, but needs changes to have the amazing future it deserves. This bridge is on the right track for that.</p> <p>I really appreciate that you are now focusing on moving people not moving cars. It shows you are listening to the people and what will make Boston even better, and I truly appreciate that.</p> <p>I have concerns about sharing the bridge with buses however. A bridge that is full of people and bikes is a fairly low stress affair with good air all around. A bus on the bridge immediately ruins the mood with loud noises and diesel fumes. A bike that hits me won't kill me, a bus easily could.</p> <p>I really love public transportation and the T, but I don't think buses on this bridge is the right move. A bus lane on seaport blvd would be better, even if it strips away the current unprotected bike lane there now.</p> <p>This city doesn't have enough places to go where you don't have to worry about a motorized vehicle killing you. This bridge has the opportunity to be one such place.</p> <p>All the best,</p>	Email to project inbox
5-6-20_4	<p>I really like the design. It is beautiful! It seems like a main concern raised is regarding the large buses mixing with pedestrians and bicyclists. Could the bridge be built to handle a possible future retrofit of the bus lane to small light rail or similar low impact transport?</p>	Email to project inbox
5-6-20_3	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I've only now gotten off the Zoom call for the Northern Avenue Bridge, and I'm very disappointed. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>One of my early memories of Boston is walking back from a holiday party with my then girlfriend, now wife, as the snow softly fell around us. It would not have been a moment for us if we'd had to contend with buses and other traffic.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure. Per the presentation, the bridge has been closed to vehicles since 1994; it does not need to be open to traffic now.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-6-20_2	<p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>I live in the city and work in the Seaport. I commute via T, Bike, and occasionally walk through the city. Opening the door to private shuttle vehicles is not the vision that was sold. There already multiple bridges that are crowded with cars and is a danger to the thousands of people that walk the Seaport and financial district every day. Adding a 4th will be a disservice to the citizens and visitors to the city.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-6-20_1	<p>The new northern ave bridge ; which is under my windows on northern ave ; is going to have a bus going back and forth to Atlantic Avenue ? That will be a nightmare , to have a bus entering this small culldesac , with all the trucks from the Envoy hotel , Barking Crab and Moakley Federal Court House as well as the Benjamin ? So that means more fumes and dirt reaching our windows . As well as all the delivery trucks already here everyday; up and down Northern Avenue .</p> <p>We have a bus underneath our buildings it's called the T Courthouse station ; we do not need more congestion on this block ; as well as creating a major traffic jam and more noise , more fumes and dirt coming in our windows . KEEP ALL BUSES AND CARS OUT OF THIS AREA PLEASE Only walkers and slow bike riders SHOULD be on the new bridge . We also have Circuit shuttle that runs across seaport blvd to Atlantic Avenue</p> <p>We have huge amount of traffic on the seaport ; we do not want any more . This is our home we want to live in peace and quiet as much as possible .</p> <p>I am wondering if you know how busy this area is already ? It's very busy with trucks and cars all day long .</p> <p>Thank you ,</p>	Email to project inbox
5-5-20_10	<p>Could you send me details for joining the Zoom meeting on May 6? Many thanks</p>	Squarespace submission

5-5-20_9	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>Boston is already overrun by cars. The Seaport area is already very hostile to walkers, cyclists, and others who aren't getting around by car. The last thing we need is to double down on car transport in the year of our lord 2020! We want bike lanes, walking paths, gardens, and areas for sitting and relaxation. Please!</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-5-20_8	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>I worked for many years in Boston City Hall. During my lunch hours, I periodically enjoyed walking over the then pedestrian-only Northern Avenue Bridge during lunch hours. I was very disappointed several years ago when the Bridge had to be closed to pedestrian traffic because of its condition. I would dearly love the opportunity to walk across it again once it is restored and is again available for pedestrian use.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-5-20_7	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>It is particularly disappointing as such a mess has already been made of the Fort Point area with developer focused design and no comprehensive planning for the beauty and open space that it could have had. A real embarrassment for a city like Boston. But not a surprise considering the horrible history of the BRA (or whatever Walsh renamed it) This bridge should be a glorious pedestrian passageway.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-5-20_6	<p>Dear Mr. [redacted],</p> <p>We have a new reality from when your current plans were drawn. With Covid, the City of Boston needs a recreated bike-centric Northern Avenue bridge as it can:</p> <ol style="list-style-type: none"> 1) Be reflective of the original bridge because there is comfort in history. 2) Have wide fully protected two way cycle tracks because people won't want to take transit or ride a bus and risk exposure. 3) Discourage car driving because pollution exposure is linked to Covid risk, especially in the underserved. 4) Be useful for delivering packages by cargo bike, and not by van, because cargo bikes lessen greenhouse gas emissions. 5) Improve health because Covid risk is associated with obesity, diabetes, and heart disease. 6) Support biking of individuals of all ages and abilities because biking is 4-16 METs (metabolic equivalent of task – similar to calorie burning) while sitting in parks is 1 MET and walking is 2-4 METs. <p>With Climate Change, the City of Boston needs a resilient Northern Avenue Bridge that can:</p> <ol style="list-style-type: none"> 1) Serve as an evacuation route because bicyclists are nimble and could get out if they have a bridge not clogged with cars or buses. 2) Lessen greenhouse gas emissions because our current fleet won't change fast and combustion engines are associated with Climate Change. <p>All of the above points are based on science and citations are available. Boston is a city of science, made especially evident with the recent Covid pandemic and the many Boston area experts being quoted. Please assess your current plans against the science bulleted above and then offer the public a new design based on science...because you can.</p> <p>https://www.forbes.com/sites/carltonreid/2020/03/22/generously-fund-cycleways-say-experts-as-covid-19s-spread-boosts-bicycle-use/#3d34e2d96b12</p> <p>Thank you for your consideration,</p>	Email to city councilors, forwarded by Anne Lusk to project inbox
5-5-20_5	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>I bike frequently over to the Seaport district, and crossing the current bridges available to get over that way is a very scary experience. Cars do not slow down or give enough room. Boston will never achieve its sustainability or public health goals without safe, convenient, pedestrian and cycling access between all of the city's vibrant centers. Many of my friends have expressed strong interest in biking, especially as public transit is closed and we as young people cannot afford to own cars in the city, but they are simply too scared to venture out into the streetscape as is. Having a dedicated bridge for cyclists and pedestrians is an excellent way to expose more people to the joys - and when done well, comfort - of biking Boston.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-5-20_4	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>Downtown Boston is one of the most dangerous and nerve-wracking areas for pedestrians and cyclists, due to its high levels of traffic and circuitous streets. I bike every day and consider myself a very confident cyclist, yet even I feel a sense of dread any time I need to bike in the area. Having a bridge in the area that is dedicated to ensuring my safety and the safety of others who do not have a car would mean the world to me.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox

5-5-20_3	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>I am most concerned about the plan to make a shared cycling and bus/emergency vehicle lane. As a physical therapist, I see this plan as unsafe and deterrent to promoting safe, active transportation for all. We need more dedicated bike lanes, separated from pedestrian lanes and separated from vehicles.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people, while still respecting the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-5-20_2	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently supported</p> <p>Between the climate crisis, the congestion crisis- that was not so long ago at the forefront out our lives- and now the COVID19 public health crisis, now is not the time to be investing in infrastructure or design that facilitates car travel. People in cities especially need places to move safely without danger of moving vehicles and now without crowding that risks disease transmission</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-5-20_1	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>In the public meetings I attended in 2019, there was clear consensus that the bridge shows be people first – and that is what we were led to believe was the direction the City was taking. We do NOT need another bridge for cars or shuttles.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people. The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-4-20_6	<p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>Let me say that again since it seems you didn't hear the people — The majority of the public support preserving a people-centered bridge for walking and biking. However none of the four designs presented to the Task Force in April 2019 aligned with that community vision. In school, someone would get an F for that.</p> <p>I have a few gripes: 1. In 2016 there was a very robust design competition at the BSA with some very exciting ideas. I realize these were just ideas, but why can't Boston have a bridge that is world class? That is exciting? That is a destination? That is for people to enjoy as a place? We don't have a single bridge in Boston that people can stand (or heaven forbid sit!) on and enjoy the view. I'm pretty sure every other world renowned city has one.</p>	Email to project inbox
5-4-20_5	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>I live in Cambridge and work in the Seaport, and bike commute every day along the Seaport or Summer St bridges. I was hit by a car crossing Atlantic Avenue coming off the Seaport bridge, despite riding with traffic, going straight, on a green light. The car drove off after giving me an angry look. Summer St. is hardly better, with a beautiful protected bike lane spitting riders out into a door zone on a massive roadway that feels like a highway. Boston cyclists and pedestrians need and deserve a dedicated crossing to get to and from the Seaport, and the community has made it clear that that is what they want. The Seaport already missed massive opportunities to make streets safe for cyclists, don't follow in their footsteps.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-4-20_4	<p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The updated design does not reflect commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including me, have spoken up for consistently throughout this process.</p> <p>I have ridden or walked many times to the South Boston Waterfront from South Station. There used to be a safe, comfortable, pleasant connection on the Northern Ave. Bridge until 2014 to cross the channel. To fail to restore that quiet and welcoming link across the channel would be to squander a huge opportunity to advance the goals of Go Boston 2030 and to ignore a mass of public comment.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people.</p> <p>The people of Greater Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox
5-4-20_3	<p>Dear Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people have spoken up for clearly and consistently throughout this process.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you,</p>	Email to project inbox

5-4-20_2	<p>To Northern Ave Bridge Project Team and Boston City Councilors,</p> <p>I am disappointed in the updated design for the Northern Ave Bridge. It does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you</p>	Email to project inbox
5-4-20_1	<p>Hello,</p> <p>I am writing to express my disappointment in the updated design for the Northern Ave Bridge. The design does not reflect a commitment to a bridge that is open only to people walking, biking, and emergency vehicles, which is what many people, including myself, have spoken up for clearly and consistently throughout this process.</p> <p>I bike from my apartment in Beacon Hill to Seaport on a semi-regular basis and would do so "much more often" if the bridges I had to take to do so were not (in times that aren't the pandemic lockdown) ridiculously unsafe for people on bikes, with lots of traffic and really no protected bike lanes. In contrast going to the Seaport area before the Northern Ave Bridge was closed was quite pleasant, even when the bridge was busy with other bikes and pedestrians I still had room to pass them and no cars were there that could kill me! I long for those days to return.</p> <p>This project should not be approved in the FY21 budget until the City commits to a Northern Avenue Bridge that prioritizes people and respects the historic legacy of this iconic structure.</p> <p>The people of Boston deserve a design that reflects the extensive public input and community advocacy in support of a bridge that is rebuilt with a people-first approach.</p> <p>Thank you.</p>	Email to project inbox
4-29-20_3	<p>Hello all!</p> <p>Where can I find the renderings for the new design presented last night at the FPNA meeting?</p> <p>Thanks,</p>	Email to project inbox
4-29-20_2	<p>Dean Team</p> <p>Just found the photos of the new bridge in your e mail . Thank you .</p> <p>Please let me say this bridge should have something , on the top, as the old bridge, (a pergola) to break the hot sun from beating down on our heads as we walk across our bridge . The bridge as you have displayed , in the renderings does not look complete or finished . This bridge should have three sides to it including a top similar to a pergola , which breaks up the sun from beating down on us, crossing the bridge .</p> <p>Please make the bridge beautiful ; add a pergola to the top of the new Northern Avenue Bridge !</p>	Email to project inbox
4-29-20_1	<p>Dear Ladies and Gents ,</p> <p>I have been walking over the northern avenue bridge since the 1950s .</p> <p>I live at 25 northern avenue , BOSTON looking at the bridge ; thank our lucky stars , something is finally being done to put it back on line . Please if you make it for pedestrians and bikes .</p> <p>Put a speed limit on the bridge for the bikes and a speed limit for rollerbladers (I wish you could outlaw the rollerblades) they go through Fan pier park too fast as bikes do too . All dangerous for leisure walking and sitting to enjoy the Boston ; we built.</p> <p>Last Sunday , I almost got hit by an out of control rollerblader , Seniors live on seaport too . My mom being the eldest senior living on the seaport , 98 yrs old .</p> <p>We would love to see photos of the plans for our refurbished bridge . would you e mail me some photos .</p> <p>Thank you</p>	Email to project inbox
4-22-20_1	<p>I am a Board Member of the Boston Committee of the GCA who worked with a local neighborhood association and Vivian Li to design and install the 12 2-4ton planters with native perennial flowers on the Northern Avenue bridge. We have attended meetings and provided input to this process. Can you tell me what the plans are for the planters? Is there a plan to save the planters and safely move them from the bridge during restoration and back onto the bridge or into the neighborhood? They were beautiful and very well received by local residents, pedestrians and City officials. HOpefully, there is a plan.</p> <p>Many thanks for your reply. Barbara Millen bmillen@bu.edu</p>	Squarespace Submission
4-21-20_3	Renaming the bridge for local veterans like my son and many others who died as result of PTSD	Squarespace Submission
4-21-20_2	<p>Hiya! So where do things stand?... The renderings that include components of the old bridge retained as a pergola are compelling. Where will the money come from? Where is the non-profit entity that can help raise funding?...</p>	Squarespace Submission
4-21-20_1	<p>Appreciate the info. but the last thing we need is a foot bridge. We need a transportation bridge to fix the gridlock. You also need to fix the bridge next to it that has light posts rusting out and has concrete is crumbling into piles of sand.</p> <p>Sincerely,</p>	Email to project inbox
2-18-20_1	<p>To Whom It May Concern,</p> <p>I'm interested in joining the Northern Avenue Bridge Task Force in any capacity that the existing team would allow. I am a young professional in Boston with experience in sustainability and Energy sourcing. I have extracurricular interests in sustainable design and architecture. Furthermore, this project specifically interests me as I not only work in the Seaport, but am a native of Pittsburgh, PA, the 'City of Bridges.' Basically, I'm looking to get involved with something outside of work and I have the time and passion to dedicate to this initiative.</p> <p>I look forward to hearing from you</p> <p>Thanks, Team,</p>	Squarespace Submission
1-27-20_1	<p>I read the article about the work on the Northern Avenue Bridge in Boston.</p> <p>Ameristar has several fencing solutions including our Aegis II Xtreme which offers an aesthetic barrier and meets the requirements of AASHTO LRFD.</p> <p>One or more of our solutions may be applicable to this and other projects across the State.</p> <p>I would like to schedule an appointment with your team to review the options for your projects.</p> <p>Please review the attached and reach out to schedule a meeting.</p> <p>I look forward to your reply.</p> <p>Regards,</p>	Email to project inbox

12-11-19_1	<p>Hi there. I'm a reporter for Boston magazine hoping to share some of the info and renderings from the meeting last night. Can you help me get access to them this morning?</p> <p>Thanks for your help,</p>	Email to project inbox
12-10-19_1	<p>I'm the editor of Banker & Tradesman, a newspaper covering real estate and banking in Massachusetts. We weren't able to send someone to today's advisory task force meeting, but would like to get a hold of the meeting materials. Would you be able to shoot that stuff my way?</p> <p>Thanks!</p>	Email to project inbox
8-27-19_1	<p>Why is the submittal to the Mass Historical Commission not posted on this website? Please post it and notify me when it is posted.</p> <p>Thank you</p>	Squarespace Submission
8-23-19_1	<p>I did see some updates from April. Can you update me on the project?</p> <p>Thank you.</p>	Email to project inbox
8-22-19_1	<p>My name is ----- resident of 50 Liberty Dr Unit 8D.</p> <p>My friend visiting from NYC suggested a pedestrian walking park for the Northern Ave Bridge. Her example was the "High Line" in NYC, which is both vibrant, popular, and historic.</p> <p>I thought I would share.</p> <p>Thanks,</p>	Email to project inbox
7-19-19_1	<p>I'd like to offer another proposal for the Northern Ave bridge. One that addresses the transportation needs for the Seaport, maintains pedestrian and bike access, adds to the area in terms of tourism, and replaces the bridge with modern construction and safety requirements. It is more costly than the standing four proposals but perhaps could be done in stages and with state and federal dollars. It also ties in with the infrastructure needs of the Seaport.</p> <p>I proposed replacing the bridge and provide a trolley (T) system underground from South Station to the bridge, over the bridge and continuing down the surface of Northern Ave. both sides of the bridge would have a set of small shops or specialty stores. There could even be a theme for these stores similar to the Ponte Vecchio bridge in Florence, Italy. The bridge has a history but today it is lived with several gold merchants. I'm sure there would be many suggestions vs gold merchants for the new Northern Ave bridge. No cars but pedestrian and bike access. Perhaps if done correctly in emergencies, safety vehicles could have access in the same space as the trolley lines.</p> <p>Anyway that's my idea.</p> <p>Sincerely yours,</p>	Email to project inbox
7-18-19_2	<p>Dear Northern Ave Bridge team,</p> <p>I am writing to urge you to design the new Northern Ave Bridge to allow only pedestrians, bicycles, and emergency vehicles.</p> <p>The more roads and bridges we build to accommodate cars, the more people will drive on our streets, causing more traffic and more congestion. Study after study shows this. We are already in a traffic and congestion crisis. We do not need more of it. Let's be smarter this time. Don't make the Northern Ave Bridge open to cars and other motor vehicles. Make it for people.</p> <p>Thank you.</p>	Email to project inbox
7-18-19_1	<p>Hello,</p> <p>I'd like to submit a comment on the building plans for the northern avenue bridge. At a recent meeting, Mayor Walsh said the new bridge needs to handle some type of vehicle traffic, and I deeply disagree with that statement. The bridge should be reserved for cyclists and pedestrians only.</p> <p>I grew up in Minneapolis, MN, which features the stone arch bridge that crosses the Mississippi and heads right into the downtown area. That bridge has become one of the most iconic spots of the city, and is bustling with life and activity all year round. People take engagement photos, bands play music, elderly folks sit on benches and read newspapers, and there are even festivals held there. None of this would be possible with cars (or even just buses) constantly running through. Minneapolis is becoming an attractive place to live for a variety of reasons, and a big part of that is its emphasis on people-oriented spaces and nationally-renowned bike and pedestrian facilities.</p> <p>Boston has an opportunity to create a similar space of its own with the northern avenue bridge, and it is due time for Boston to realize that, in order to accommodate increasing density and population, and in order to decrease traffic congestion, it NEEDS to offer attractive transportation options for pedestrians, cyclists, and others using personal mobility options. A dedicated bridge would provide just that. To fellow Bostonians this shouldn't be surprising, but most people refrain from walking or cycling as their main commute because of the lack of safety (not the weather or the time or the physical exertion). Even with bike lanes, travel next to buses and cars is still scary for many people and will deter them from using person-powered transport across the bridge.</p> <p>Seaport deserves an attractive space like this for residents and workers. And Boston needs to wake up and realize that a reliance and catering to vehicle traffic no longer makes sense for such a small, dense, city.</p> <p>I appreciate the work that you do and, for what it's worth, I'd pick the "contextual" design as my preference.</p> <p>Best regards,</p>	Squarespace Submission

7-2-19_1	<p>Good morning. I've attended every public NAB Task Force working group meeting. At the June 2019 meeting, the public comment period wasn't held until after 5 PM and the board chair left just as the public comments commenced. My impression was that others seemed antsy, eager to conclude the meeting as it had gone long. There were only 2-3 public comments, roughly 10 minutes. Waiting over two hours to make a comment felt a little bit like we were waiting for a filibuster to end. I'd recommend the NAB Task Force adopt a hard and fast rule: Public comments will be taken no later than 15 minutes before end of scheduled adjournment. If business remains after that 15 minute period, it may continue after public comment period (and allow for any brief public comments on remaining business). Some level of democracy must be respected in this process. I have no complaints about the public comment period prior to the last meeting.</p>	Squarespace Submission
7-5-19_1	<p>Good morning,</p> <p>I have been tracking public comments on the NAB process very closely, thanks for posting them and updating routinely.</p> <p>Can you please post online the two comment letters referenced in most recently posted Public Comment PDF on the site, screenshot attached below?</p> <p>1. PDF Letter of 6/25/19 from Boston Waterfront Partners 2. PDF Letter of 6/26/19 from Seaport TMA</p> <p>If these letters can't be posted on the website, please e-mail them to me directly.</p> <p>Thanks for your work managing the public process.</p> <p>Thanks,</p>	Email to project inbox
6-30-19_1	<p>Hello,</p> <p>I have been commuting by bike (all seasons) to the court house since it opened. I feel very strongly that the new bridge should be limited to bikes and walkers. The street in front of the court house is narrow and extremely busy as it is (given the hotel, court vehicles, TV crews, parking garages, as well as the numerous businesses and entertainment sites. The current unprotected bike lane is often blocked by parked vehicles. The entire area (every point of entry and exit between Seaport and the rest of Boston) is unsafe for bikes because every intersection is a hazard. Given the numerous bike rentals, the situation is appalling. Finally, the old bridge allowed a lovely ride, run, or walk along the harbor from Atlantic Avenue. The path is now a highway (Seaport Blvd Bridge). The ride is quite unpleasant, with grit and water kicked up by cars and often, stopped cars in the lane, and unsafe left turning options. In a city employed by the health industry and facing climate disaster, the last thing Boston should be doing is encouraging vehicles. It should be encouraging bikes and walking. Please do not allow ANY car lanes on the new bridge.</p> <p>Thanks,</p>	Squarespace Submission
6-28-19_4	<p>I support the rebuilding of the Northern Avenue Bridge for use by pedestrians, bicyclists and emergency vehicles only. There are nearby vehicular bridges, which are unpleasant and unsafe for non-vehicular uses. It used to be a pleasure to cross the bike/ped bridge; let's bring that back.</p>	Email to project inbox
6-28-19_3	<p>Good afternoon,</p> <p>Please see the attached letter from the Boston Society of Architects regarding the Northern Avenue Bridge.</p> <p>Thank you so much,</p>	Email to project inbox
6-28-19_2	<p>Dear Marty,</p> <p>Rob Tullis and I, in our roles as co-chairs of the BSA Placemaking Network, are writing to you to commend the City of Boston on the thorough planning process for the Old Northern Avenue Bridge. We would like to ask for your support in ensuring that this treasured, beloved Historic Landmark has longevity. We are not only concerned with place-making but also with place-keeping, which has not been considered in the currently proposed design options. Our comment letter is attached.</p> <p>Thank you kindly for your consideration and support.</p> <p>Best regards,</p>	Email to project inbox
6-28-19_1	<p>Hi,</p> <p>I live and work in South Boston & Seaport, and I am writing to add my voice to those advocating for a pedestrian on Northern Avenue bridge. I believe there is already too much commingling of automobiles and pedestrians in Seaport to the point that it is dangerous to walk around.</p> <p>As a taxpayer, resident, pedestrian, bike rider, and voter, I would love to see more pedestrian only options including this bridge. Please consider a pedestrian safety before adding yet another car lane.</p> <p>Thanks.</p>	Email to project inbox
6-27-19_1	<p>I write this brief comment letter to add my voice to the multitude of voices from the preservation community urging the City to save the bridge.</p> <p>As for the use to which a restored bridge might be put, I suggest taking a cue from the iconic Ponte Vecchio in Florence, Italy, which draws admiration and visitors from all over the world.</p> <p>I would definitely not want to see the bridge carrying vehicular traffic originating from the Seaport District. Such traffic, not being able to enter the down-ramp to I-93, would emerge onto Atlantic Avenue. It would end up in the North End either on Cross Street or Commercial Street, and thus exacerbate existing unacceptable traffic in a residential neighborhood. I have often said that Cross Street should be renamed Cross Highway because of the heavy vehicular traffic, including hazmat trucking, which it already carries.</p> <p>If budgetary reasons press in the direction of not preserving the bridge, such a result would be in my opinion a tragedy. I therefore offer, as a compromise only, a combination of restoration and new construction. It seems to me that the central (movable) portion presents the most dramatic image, and should therefore be the focus of a bridge that combines the new and the old. The approaches could be new, in a style that harmonizes with a preserved central section, which would be fixed permanently in place and raised to permit necessary navigation underneath.</p> <p>Thank you for your consideration of the suggestions and concerns I have raised. I hope we see preservation in the end.</p>	Email to project inbox

6-26-19_2	<p>Chief Osgood -</p> <p>Attached, please find a comment letter from Seaport TMA regarding the Northern Avenue Bridge project. *Attached PDF of Letter*</p> <p>Best,</p>	Email to project inbox
6-26-19_1	<p>Hi,</p> <p>I thought you folks might like to see a handmade print that I've made of the bridge, using a printmaking technique called photo silk aquatint. *Attached JPEG of Print*</p>	Email to project inbox
6-25-19_1	<p>Hello,</p> <p>On behalf of the Boston Waterfront Partners, I am pleased to submit this public comment letter on the Northern Avenue Bridge proposals. Thank you for your consideration.</p> <p>*Attached Letter*</p> <p>Best,</p>	Email to project inbox
6-4-19_2	<p>https://www.nh.gov/nhdhr/publications/documents/metal_truss_bridge_handout.pdf</p> <p>We need to keep the historic trussed bridge and just put BRT on it to go into the future.</p>	Email to Chris Osgood
6-4-19_1	<p>Chris,</p> <p>Thanks for the presentation last night and your continued graciousness in welcoming ideas. I'm forwarding the below email because it captures the possibility. I ask our anonymous Harvard librarians for a lot of articles I can't get for free (they can) and recently asked for the attached article. Because I request so many articles, I always write a personal thank you so the librarians understand the context in which the article will be used. The librarian understood the image I described (see below).</p> <p>I know the Northern Avenue Bridge would be 90% new material but that can be easily explained as an issue of time and administrators not allowing the bridge to be moved, covered, and stored for the future. For those reasons, we shouldn't be made to lose riding on a BRT through one of Northern Avenue Bridge's long rooms, walled and ceilinged with chunky rusty brown metal trusses. No interpretation of the bridge could duplicate that sensation. Riding the BRT on the Moakley Bridge would be downright boring. I did ask Pioneer when I might share the proposals with you that I submitted to them for the competition. When I hear back, I will let you know.</p> <p>Thanks!</p>	Email to Chris Osgood
6-3-19_1	<p>Dear Northern Avenue Bridge team,</p> <p>I'm writing in support of preserving and restoring the Northern Avenue Bridge. The Northern Avenue Bridge is a significant engineering landmark for the city and the nation and a rare survivor of the city's working waterfront. Preservationists fought for years to have the bridge Landmarked only to see the City of Boston leave it to decay. Building a new car bridge to the Seaport is unnecessary and will only lead to more congestion. The Northern Avenue Bridge should be restored and used for pedestrians and bicyclists. Green travel is essential to the future of our city and planet and should be a priority over automobiles. Please do not unnecessarily spend millions on a new bridge when you can restore a significant treasure and put it to better use. Thank you for your time.</p> <p>Sincerely,</p>	Email to project inbox
6-2-19_5	<p>Greetings.</p> <p>Based on the history of the Northern Avenue bridge and the many past design studies which have studied bold and innovative ways to transform the bridge, NESAH is in favor of maximizing public input and transparency in the process toward determining the future of the bridge. It is too visible and iconic a landmark to be treated from only a functional standpoint, and every effort to preserve its physical fabric should be evaluated, even if some but not all of the bridge is preserved. We are not able to attend the meeting tomorrow but hope this letter reaches you in time and please let us know if more is needed.</p>	Email to project inbox
6-2-19_4	<p>To Whom It May Concern:</p> <p>As resident of the Seaport District— and even more specifically Northern Avenue— I am writing to express my viewpoint on the future design and use of the Northern Avenue Bridge by means of the following bullets:</p> <ul style="list-style-type: none"> v The original agreement for the re-opening of the Northern Avenue Bridge was based on the premise that GE would be bringing its headquarters to the area. This is no longer a factor and should be considered in the future planning of the Bridge. v Related to this is the fact that there are already three bridges over the canal that are open to private vehicles. These all have two-way traffic flow. The need to open a fourth to two-way vehicular traffic is built on an "urban myth". Seaport Boulevard never experiences heavy traffic. The real problem is after cars cross the bridges there is gridlock at Atlantic Avenue and Northern Avenue when crossing the Rose F. Kennedy Greenway to Purchase Street. This would continue even if there was a fourth bridge— and would probably be even further exacerbated— if the Northern Avenue Bridge was open to two-way automobile traffic. The realistic solution is adjusting the flow of traffic on Atlantic Avenue and Purchase Street. v Northern Avenue is a rather narrow street and comprises only one lane in each direction. Further traffic on this street would imperil the functioning of the Moakley Courthouse, which currently curtails parking and traffic in front of it and needs to be accessible under any emergency situation. Similarly, Sleeper Street between Seaport Boulevard and Northern Avenue is very narrow and there are often delivery trucks that block the traffic flow. Passengers are also constantly being picked up or dropped off at the Envoy Hotel. Therefore egress to a two-way vehicular traffic Northern Avenue Bridge would be extremely limited and traffic jams leading up to the Bridge are guaranteed. v Opening the rebuilt Northern Avenue Bridge to buses— whether city buses or private commuter buses— is of little betterment to the residents of the area. The current #4 bus only runs during rush hours and is clearly meant to transport people from North Station who only work in the area to and from their jobs. The same can be stated for the private commuter buses and vans. In both of these instances, the benefit is only to the corporations and businesses in the Seaport area. v The Seaport District has been perpetually criticized as a cold, uninteresting, and heartless architectural hub of steel and glass, and this reputation will continue to grow as more mega-buildings are continuously under construction. It would be an ideal— and creative —solution if the new Northern Avenue Bridge would make a statement related to nature and be designed as an organic connection between the Harbor Walk and Fan Pier Park and the Rose F. Kennedy Greenway. In addition to limiting its use to bicycles and pedestrians, it could comprise a dog park, community gardens, and diverse landscaping This would be recognized throughout the country as an innovative solution to both an architectural challenge and urban planning.. Let's make "Boston Proud". v In summation, The Northern Avenue Bridge was built in 1908 and represents part of the area's history and an earlier vital purpose of this area. Preservation should be a priority. If this is not possible then the historic bridge should be replaced with a landmark-worthy design. The Bridge should be built to accommodate pedestrians, bicyclists, and emergency vehicles only. Studies don't justify cars or HOV. Lastly, the City of Boston should be fully transparent with all costs of rebuilding the various design options for and with funding opportunities, challenges, and gaps. <p>Thank you for the review of my comments.</p>	Email to project inbox

	<p>I am a Boston resident of the Back Bay and am familiar by experience with the issues of access and traffic to and from the growing Seaport district and the relationship of this bridge to its surrounding locations. I have looked at the various alternatives proposed for the future of this now closed bridge, and the financial, historical and aesthetic as well as the social and traffic factors which necessarily and appropriately come into consideration of the choice to be made about its future restoration or rebuilding, and the roles the bridge may be able to play as a consequence in contributing to Boston's infrastructure and expressing its civic and community priorities and pride.</p> <p>On balance I conclude that the innovative bridge design option focused upon pedestrians, cyclists and other small mobility vehicles, with allowance for the passage of emergency vehicles represents the best solution for achieving a reasonable and positive balance between the values and goals inherent in the various viewpoints that have been expressed, some of which are complementary, but not all of which can be satisfied simultaneously.</p>	
6-2-19_3	Thank you for your attention,	Email to project inbox
6-2-19_2	<p>If we want to keep young families in Boston, we should consider the various bike get-ups to transport children around. I saw one today at my local park--the back was a bike, and there was a wheel under a cart (or front-end-loader) for 2 young kids or 1 older (say, a 10 year old). There were 2 helmets on the floor. I immediately visualized a large amount of "family traffic" of this type taking over the middle of the new Northern Avenue Bridge, with pedestrians to one side of them and various kinds of bikes, scooters, roller -bladers, etc on the other. Like a huge festival--or like Amsterdam or Copenhagen.</p> <p>This is an especially appealing area of Boston, one I frequent a lot. I'd come even more often with such a bridge, partly because I could walk to so many other neighborhoods from there.</p>	Email to project inbox
6-2-19_1	<p>The historic Northern Avenue Bridge is more than "a road across water"! As a historical architect, local historic resources committee chair and Boston resident who feels strongly that Boston's maritime and industrial history and legacy are very important to preserve and celebrate, I'm writing to urge City of Boston political representatives to insist that options for repair, restoration and/or reconstruction of the historic steel truss bridge be assessed in a sincere and transparent manner. To date, it appears that the Transportation Department's stated goal of "Honoring History" has been short-changed; as an example, the widely touted structural analysis of individual components has been obfuscated by what should be a separate hypothetical assessment of the component size and strength needed to meet each and every code requirement for construction of an entirely new highway bridge.</p> <p>If, after honest analysis and comparison of all options looking at true (and hidden) costs, it is indeed determined that the existing bridge span cannot be reused, I would urge the City to next consider reuse of the North Washington Street Bridge, a "sibling" if not near-twin that survives in better condition and remains in active use, pending construction of a new Charlestown Bridge at the same location. In coordination with Massachusetts DOT deconstruction/construction schedules (including the bypass), all or portions of the North Washington Street bridge can be removed and barged over to the Northern Avenue location. Because the three-barrel North Washington Street bridge was built to accommodate the elevated subway line in addition to street-level traffic, the structure lends itself to a number of reconfigurations, as a crossing and a destination in and of itself.</p> <p>Thank you for the opportunity to comment.</p>	Email to project inbox
6-1-19_5	Please no vehicles except emergency ones on new Northern Avenue Bridge. The wave of the future in this area of the city is not with private vehicles but with multi-modal transport--pedestrians, bikes, scooters, etc. This could be a very exciting project.	Email to project inbox
6-1-19_4	<p>To whom it may concern,</p> <p>The bridge should be rebuilt for "people". Walking, biking and an occasional emergency vehicle. The only way out of our traffic jammed streets are to provide convenient, better alternatives. This will also help us reach the 2030 goals that have been set but whose actions the city has been slow to change. Additionally, the studies have backed up this direction as well.</p> <p>As for design, preservation would be best as it is historic and that is part of why people visit Boston. It is an icon. If preservation is not possible, an iconic, low bridge that allows sight-lines across the channel and allows people of all abilities to cross. Many great cities have wonderful ped bridges that draw people to them. We are sorely lacking in that throughout the city. It's time to create a great public space on the water in this city that was made great because of it's water!</p> <p>I request that the city be transparent in costs, funding opps, challenges, and community desires--lack of all this has led to too much wasted time and \$\$\$ in too many projects of late.</p> <p>Thanking you in advance for taking these points into consideration,</p>	Email to project inbox
6-1-19_3	<p>All,</p> <p>Preservation of this iconic and historic bridge should be a priority, but if this is not possible then the historic bridge should be replaced with a new bridge of landmark-worthy design. The new bridge should be built to accommodate pedestrians, bicyclists, and emergency vehicles only. Studies don't justify creating another bridge for use of cars or HOV. Public input should be given the highest priority in determining the use and design of the new bridge. The City should be fully transparent with all costs of rebuilding and with the various design options for the bridge here and all funding opportunities, challenges, and gaps.</p>	Email to project inbox
6-1-19_2	<p>To whom it may concern:</p> <p>I am writing to you regarding the Northern Avenue Bridge Project. I look forward to having the bridge open after all these years and appreciate the time you've spent working on helping make this happen. As a South Boston resident and someone that periodically goes downtown, I do have concerns that I would like to express with some of the options presented. When it comes to the bridge's future design, I would like to request that:</p> <p>the ultimate design be open only to pedestrians, cyclists, and emergency vehicles. Basically, putting people-first.</p> <p>the City present full information about the cost of the different options so the public can make decisions about how public funds are spent.</p> <p>Public input be given the highest priority in determining the use and design of the bridge</p>	Email to project inbox
6-1-19_1	<p>Greetings,</p> <p>The North Avenue Bridge should be restored for use by pedestrians, bicyclists, emergency vehicles and perhaps transportation shuttles. It should not be restored to auto traffic. I used it several times a week when it was open to pedestrians and it was not just convenient but also offered a brief respite from commuting madness with its architectural/industrial beauty.</p> <p>While it is challenging, the reduction of automobile traffic will only happen with bold and visionary steps by city planners and our government. I hope that the city will share the true costs of the final designs so that a decision based on accurate facts can be made. That said, even if, for some reason, the pedestrian/bicycle-only design were to cost most, I would still select this option. It is what is necessary to begin to turn around from the chokehold of autos in an area of the city that has good public transportation options.</p> <p>I look forward to catching the Redline down from my home neighborhood to South Station and walking from there to various meetings and events that I attend. It will be a boost for visitors as well.</p> <p>Yours in community,</p>	Email to project inbox
5-31-19_18	I am a resident of Chinatown and support restricting use of the Northern Avenue Bridge to pedestrians and cyclists.	Email to project inbox

5-31-19_17	<p>Anyone who lives and/or works in the Seaport understands that the bridge HAS TO INCLUDE CAPACITY FOR CARS/SHUTTLES. Traffic is already a nightmare and the Seaport is still young in its developmental life. At least 5 new residential buildings are going up, as well as countless corporate buildings. Not to mention that the ever expanding number of restaurants, stores and malls are drawing more and more people to the area every day. Of course, the ideal and most logical solution would be to expand subway service to the Seaport (with numerous stops), but we all know that the wheels of government turn slowly when something makes that much sense.</p>	Online form submission
5-31-19_16	<p>For bikes and pedestrians only!</p>	Email to project inbox
5-31-19_15	<p>I fully support the guidelines stated by the Boston Preservation Alliance for the Northern Avenue Bridge. Preservation should be a priority. If this is not possible then the historic bridge should be replaced with a landmark-worthy design. The bridge should be built to accommodate pedestrians, bicyclists, and emergency vehicles only. Studies don't justify cars or HOV. Public input should be given the highest priority in determining the use and design of the bridge. The City should be fully transparent with all costs of rebuilding the various design options for and with funding opportunities, challenges, and gaps.</p>	Email to project inbox
5-31-19_14	<p>Keep it. Use it. For pedestrians and limited vehicular traffic!</p>	Email to project inbox
5-31-19_13	<p>The current state of the bridge is an eyesore. If you can't restore it for both vehicular and pedestrian traffic, then tear it down and open up the waterscape. A new or restored bridge could relieve congestion on the moakley bridge. A solo new ped bike bridge of good design would be a useful replacement. Doing nothing is not an option for the future. It could become a safety hazard. Make a decision.</p>	Email to project inbox
5-31-19_12	<p>I agree with the position of the Boston Preservation Alliance: Preservation should be a priority. If this is not possible then the historic bridge should be replaced with a landmark-worthy design. The bridge should be built to accommodate pedestrians, bicyclists, and emergency vehicles only. Studies don't justify cars or HOV. Public input should be given the highest priority in determining the use and design of the bridge. The City should be fully transparent with all costs of rebuilding the various design options for and with funding opportunities, challenges, and gaps.</p>	Email to project inbox
5-31-19_11	<p>To whom it may concern, greetings:</p> <p>I am an architect and professional lighting designer. I understand that the fate of the historic Northern Avenue Swing Bridge is once again under discussion.</p> <p>In 2008, as part of Illuminate Boston, a project of Boston lighting designers to light on a temporary basis many of the structures and buildings around the Fort Point Channel, we at Ripman Lighting Consultants illuminated the Northern Avenue Bridge on a pro bono basis. See images attached.</p> <p>We also set up motion-activated sound, with recorded swing band music.</p> <p>As we were bringing the control system online, an elderly couple walked onto the bridge, tripped the motion sensor, and the music began to play. Spontaneously, they began to dance. And so did many others during the next two evenings of lighting and music. It was quite magical.</p> <p>I have always hoped that sometime in the future, our very successful installation of sound and light could be returned to the bridge as a permanent installation.</p> <p>It is my opinion that retention of the bridge, and its pedestrian orientation, is of high importance for the historic preservation of the area. It is the signature gateway to the Fort Point Channel. Too many historic structures have been torn down in the name of "progress", in Boston and many other cities across America. "Progress" comes and goes, but the structures torn down never come back. Far better to repair and reactivate rather than consigning this engineering and pedestrian marvel to the ash heap of history.</p> <p>Thank you for what you do to help preserve the historic legacy of the Boston Waterfront!</p> <p>With best regards</p>	Email to project inbox
5-31-19_10	<p>Save our bridge!! An very important shortcut for pedestrians.</p>	Email to project inbox
5-31-19_9	<p>Hello,</p> <p>I've been living in South Boston for 16 years and founded my business in the Fort Point 25 years ago. We have since relocated to the Seaport. The Northern Ave Bridge has not only been a beautiful icon in the neighborhood, but a wonderful connection for pedestrians bridging the Seaport with the financial district. I have fond memories of its vital days and also wonderful Farmer's Markets. I hope you'll consider preserving the bridge and its rich history, especially in light of the Seaport's recent developments.</p> <p>My best,</p>	Email to project inbox
5-31-19_8	<p>To whom it may concern -</p> <p>This bridge has value to the community and the city. I hope the environmental impacts (carbon footprint) will be analyzed prior to any decision being made. I strongly support retaining this part of our historic city.</p>	Email to project inbox
5-31-19_7	<p>please refurbish the bridge. it is an important historic icon. please make it for waking and biking ONLY.</p> <p>thank you</p>	Email to project inbox
5-31-19_6	<p>First and foremost, if the city is going to hyper-develop an area, like has been happening in the Seaport District for the last many years, they also need to seriously consider the plight of the commuter. With more and more large businesses moving to the area, and with only two economically viable ways to get in and out (Silver Line from South Station or on foot), the area is seriously lacking in options. Although there are a couple of shuttle services, they are not convenient for everyone and they cost more money and, frankly, my commute is already expensive enough. I began working in the Seaport District (across from the Seaport Hotel) in late November of 2014, after 30 years in downtown Boston. The change was unexpected, but welcome -- until they closed the Northern Avenue Bridge. I take the ferry from Hingham into Rowes Wharf and walk to my office. The Bridge closed literally 3 days after I started work and, as a result, having to walk across the Moakley Bridge (a horrible option for those of us on foot, especially in bad weather -- walking UP and OVER that bridge in a rain storm is pure hell) has added many precious minutes onto my commute. I understand the BHC has floated some ideas about beefing up access to the Seaport District for commuters with a water shuttle system, but it costs more money and isn't terribly convenient (the shuttle would only be operational from Long Wharf). Honestly, if the ferry can't drop me off at Seaport on its way to Rowes Wharf, I just prefer to walk. And walking over the Northern Avenue Bridge was not only something I looked forward to, but it just makes sense for quick, safe, and somewhat sheltered access to the area. Cars, no cars, I don't really care. Just give me back the easiest access to the Seaport. I'm begging you!!!</p>	Online form submission
5-31-19_5	<p>As a city of Boston resident and Massachusetts taxpayer, I strongly oppose efforts to rebuild the Northern Avenue bridge for vehicular traffic and support reconstruction of a bridge that serves people on foot and on bike and serves as a community resource on Boston's waterfront. The high cost of a vehicular bridge will inevitably divert resources from other more important priorities while doing little to resolve the Seaport's traffic problems. Indeed, by funneling even more traffic onto Atlantic Avenue, it is quite possible that the new bridge will make downtown traffic worse. There is also little reason to be confident that a bridge built for vehicular travel will remain limited to shuttles and high-occupancy vehicles in the long run. By contrast, a well-designed bridge for bicycling and walking would immediately serve the crying need for safe routes between the Seaport and downtown Boston while enhancing quality of life in our neighborhoods. Let's not make a \$100 million mistake and instead take advantage of a once-in-a-lifetime opportunity to cement Boston's reputation as America's walking (and biking) city and a true leader in the effort against climate change. The public supports a walking/biking bridge and the facts support it. Let's do the right thing.</p>	Online form submission
5-31-19_4	<p>As far back as the 1863 loss of the John Hancock Mansion we been incrementally losing important historical landmarks of our past. The nation looks to Boston as the repository and flag bearer of preservation. Let's find a way to honor this very unique piece of innovative technology. Local Bostonians and future visitors to our great city will appreciate and marvel at this rotating bridge. Let's save the Northern Avenue Bridge.</p> <p>Thank you,</p>	Email to project inbox
5-31-19_3	<p>I am writing to express my support for historic restoration of the Northern Avenue Bridge in order to provide pedestrian, bicycle, and emergency vehicle access to and from the seaport district. The Northern Avenue Bridge provides an important connection to the history of the Seaport District.</p>	Email to project inbox

5-31-19_2	<p>I am unable to attend the Northern Avenue Bridge Community Meeting on June 3rd, so am writing this email to provide comments.</p> <p>Our architectural office has been located in the Fort Point Channel neighborhood since 1992, and I view the Northern Avenue Bridge as a very important historic, iconic and functional feature of this neighborhood. I enjoyed walking across the bridge before it was closed, and always chose it over the Moakley bridge as a pedestrian. Though impacted daily by traffic jams, I view automobile use as a non-desirable use for this bridge. Boston should continue to prioritize alternate modes of transportation, for the benefit of its residents, workers, visitors, and the planet. In summary:</p> <p>Preservation should be a priority. If this is not possible then the historic bridge should be replaced with a landmark-worthy design, potentially incorporating retail space. The bridge should be built to accommodate pedestrians, bicyclists, and emergency vehicles only. Public input should be given the highest priority in determining the use and design of the bridge. The City should be fully transparent with all costs of rebuilding the various design options for and with funding opportunities, challenges, and gaps.</p> <p>Sincerely,</p>	Email to project inbox
5-31-19_1	<p>Hi,</p> <p>I would like to voice my opinion as a regular downtown pedestrian. There is no traffic flow or urban planning reason why the NA bridge needs to be accessible to cars. There is a car bridge directly adjacent. It would just transfer the bottle necks further down the road.</p> <p>After the urban planning debacle and short-sightedness of the Seaport neighborhood in general, and the lack of foresight regarding climate change and our need to wean ourselves off of car dependency, it seems like this would be a GREAT opportunity to make a first-class destination on the waterfront for pedestrians. Residents and tourists and commuters alike would prefer a non-fossil fuel option to cross fort point.</p> <p>Preservation would be the best option, and that is not possible with a new vehicular bridge. The amount of PUBLIC space that has been lost in seaport to developers should be a reminder that world-class cities need places to gather, and they preserve and elevate their unique features. Another gridlock-filled car bridge is not a unique feature.</p> <p>Thank you for listening to my rant!</p>	Email to project inbox
5-31-19_6	<p>I hope that Boston will decide to keep the Northern Avenue Bridge Car Free + utilize it as a green space, maybe something like the High Line in NYC. There are so many cool things that could happen there, farmers markets, public art works, dance, theater, etc This is such a unique opportunity to make Boston shine!</p>	online form submission
5-30-19_5	<p>Hello,</p> <p>We are unable to attend the meeting this coming Monday, but both my wife and I cycle in Downtown Boston daily, year-round, and cross over the fort point channel many times a week.</p> <p>Bike commuting from our home in Egleston Square is the most reliable, cost-effective, quick, healthy, enjoyable, environmentally friendly, and congestion reducing way for us to move about the city. However, many people think we're out of our minds (mind you, my wife is 7 months pregnant). This shouldn't be. More people deserve to walk and bike in Downtown Boston and in the Seaport without fearing for their lives. I don't blame people who don't feel comfortable or see it as a viable option.</p> <p>Adding private motor-vehicles to this bridge is a mistake that we need to leave in the 20th century.</p> <p>Add more lanes in the urban core, produce more traffic.</p> <p>Please let this bridge be a bridge for the majority of Bostonians (who don't drive private vehicles downtown).</p> <p>Thank you,</p>	Email to project inbox
5-30-19_4	<p>I would like to strongly support keeping the bridge in its last use as a pedestrian/bicyclist/emergency vehicle use bridge.</p> <p>I work on Congress Street, in the area and am well aware of the increasing congestion of automobile traffic in the area. However, it's crystal clear that the problem is not a lack of alternative routes across the Fort Point Channel, but congestion on Atlantic Avenue and other streets in Central Boston.</p> <p>Opening the new bridge to automobile traffic will only increase the number of vehicles idling on the bridges out of the Seaport as well as deprive the City of a valuable route for emergency vehicles.</p> <p>The smart answer is to continue to make the Seaport more beautiful and more livable by encouraging pedestrians and cyclist over cars.</p>	Online form submission
5-30-19_3	<p>Hello:</p> <p>I support of a car-free Northern Ave. Bridge. Building public infrastructure that is bike and pedestrian friendly is essential, and I am pleased to see a protected bike lane. I urge the city to go farther and ensure the future Northern Ave. Bridge is a people-first space that is open only to pedestrians, cyclists, and emergency vehicles.</p> <p>A car free Northern Ave. Bridge not only shows a commitment to access to the public, it would demonstrate Boston's commitment to meeting the goals of Vision Zero Boston and working to decrease vehicle emissions. By creating spaces and pathways for people-first is the only option to demonstrate this commitment. I do not support an HOV lane for private shuttles or car shares as it centers car travel and won't significantly decrease traffic congestion.</p> <p>I bike to work along Atlantic Avenue to work and the intersections are very concerning to me and my safety. The bike lane is not protected, and there are many vehicles turning right into the Seaport Bridges. Drivers are aggressive, taxis and ride shares park in the bike lane. Additional turns on that street would create more traffic and danger to cyclists.</p> <p>I support of a car-free Northern Ave. Bridge.</p> <p>Thank you for listening to my feedback,</p>	Email to project inbox
5-30-19_2	<p>Hello</p> <p>Please consider not allowing for automobile traffic on a rehabbed Northern Avenue Bridge project.</p> <p>Dumping more cars onto Northern Avenue with no immediate on ramp to Route 93 makes zero sense and it will only negatively impact that street as well as the adjacent Greenway. More traffic will diminish the tourist experience which has been a huge benefit to the businesses along that corridor. More cars trying to escape the city won't help and in fact will deter foot traffic.</p> <p>Instead of looking for more ways to clog up our streets with automobiles how about making more room for people on foot and bicycle? They don't harm the environment, kill anyone or cause others to stay away from an area due to their presence. If that area is meant to truly reflect our future despite the encroaching ocean thanks to the Global Climate Emergency we're now experiencing, cow towing to those who believe their only travel option is a car when all the evidence shows when you build more roads you only create MORE congestion.</p> <p>I'm sure the idea of allowing cars on the bridge is to help reduce the same, but frankly your thought process has been shown to yield the opposite result. Just look at what's happened to the traffic below. With prospects of a 6 mph commute on the South East Expressway NO ONE will want to come to the Fort Point area anyway. It's sort of like what Yogi Berra said about a popular restaurant where noted sport celebrities were noted to go, "No one goes there anymore, it's too crowded."</p> <p>Thank you for your open and honest consideration. Hopefully you'll use your intelligence as well instead of cow towing to auto-centricity.</p> <p>Regards</p>	Email to project inbox

5-30-19_1	<p>Dear All,</p> <p>I just received the notice from the Boston Cyclists Union asking for support for the Northern Avenue Bridge to only allow for pedestrians, bicyclists, and emergency vehicles. Though my request might appear to be a departure from my strong cycle track position, I advocate that the Northern Avenue Bridge accommodate pedestrians on the existing sidewalks, a BRT one way in the road section, a BRT the other way in one section of the railroad track, trees in the other railroad track section, a two way cycle track/bicycle super highway in the other road section, and the existing sidewalk for the pedestrians. https://en.wikipedia.org/wiki/Northern_Avenue_Bridge#/media/File:Old_Northern_Avenue_Bridge_in_open_position.JPG</p> <p>Attached is my Letter to the Boston Globe that was not published.</p> <p>I know others have proposed that the bridge should be a rest area with café tables but Boston's congestion and Climate Change must be addressed. We need to have BRT, trees, and cycle tracks on Boston's streets and not parked cars. With winter storms, the T will always be delayed due to snow but BRT and cycle track corridors could be cleared with narrow machines that shoot the snow into a parallel dump truck, as in Montreal. This is a better long term solution than having parked cars on both sides of the road that are covered in snow and that make the street less passable for pedestrians, bicyclists, and drivers. In the winter after the cycle tracks are cleared, pedestrians could walk in this cycle track because there would be fewer bicyclists in the winter. With BRT on the streets, the Northern Avenue Bridge should have dedicated lanes to take the BRT into and out of the Innovation District. HOVs should not be allowed because those include Lyfts and Ubers which carry two occupants and cars add to congestion. Emergency vehicles could travel in the BRT lanes both ways.</p> <p>Thanks for your consideration,</p>	Email to project inbox
5-21-19_1	<p>Dear Team:</p> <p>Traffic mitigation in and around Boston has been a difficult and troublesome issue for years. The answer to this problem resides in a statewide approach requiring legislative action, business and individual cooperation. The belief that allowing vehicles to travel across the newly developed Northern Avenue Bridge in the wishful hope that this might alleviate congestion in the Seaport and Financial Districts seem to be wishful thinking.</p> <p>Resident, Financial District</p>	Email to project inbox
4-26-19_2	<p>When I was at the Harvard GSD 92-94 I entered a design competition for this bridge. I might be able to dig up some images. I find it amazing that after all these 25+ years nothing has been completed. My idea was to make it a pedestrian/small vehicle bridge, but also have some glassed in portions for shops, cafes and historical museum. The island becomes a green space. Sometimes the obvious solution is the best :-)</p>	Online form submission
4-26-19_1	<p>Hello,</p> <p>I was disappointed with the bridge designs presented. Like most in the community, I do not support another bridge for vehicles. It should be pedestrian and bike-only to provide people with a more pleasant way of crossing to the seaport.</p> <p>With so much of the public asking for this no-vehicle bridge, it's unclear to me why all the designs seem to be capable of carrying vehicle traffic. It'd be good to see the cost and construction time associated with a bridge designed for a lighter carrying capacity.</p>	Online form submission
4-25-19_1	<p>Good afternoon,</p> <p>I plan on attending today's Northern Ave Bridge Task Force meeting at the Boston Children's Museum on behalf of Senator Nick Collins. Please add me to the email list so I can stay in the loop regarding any further meetings or developments within the scope of this project.</p> <p>Thank you!</p>	email to project inbox
4-6-19_1	<p>Hello ,</p> <p>I'm interested in attending the meeting on April 24th and trying to arrange my calendar, is this meeting a solid date or subject to change?</p> <p>All</p>	email to project inbox
3-13-19_1	<p>Good Morning,</p> <p>Has a design team been selected yet for this? I need to report to my ownership group.</p> <p>Thank you!</p> <p>Warmest,</p>	email to project inbox
1-17-19_1	<p>Ok I see - but don't agree . I have been an Ironworker for 35 years and went to school for civil , and was a draftsman at one point in my career as well as a fabricator I think i have good insight on design and on my community</p> <p>Sent from my iPhone</p>	email to project inbox
1-13-19_1	<p>I think that cars shouldn't be included in the plan for the Northern Avenue Bridge.</p>	email to project inbox
1-5-19_1	<p>Sorry I couldn't make the last meeting but wanted to know if you considered my suggestion and can we get bridges for the fallen involved with this endeavor - Thanks</p>	email to project inbox
12-19-18_1	<p>Hello.. in the just released report https://www.mass.gov/files/documents/2018/12/14/FOTC-ExecutiveSummary.pdf</p> <p>Recommendation #2 states "MassDOT, municipalities, and other roadway owners should redesign them to prioritize person-throughput rather than vehicle-throughput, so that limited corridor capacity is allocated to moving as many people as possible, while accommodating mobility alternatives."</p> <p>Can we please ensure and appropriately reassess the evaluation and recommendations of the committee to ensure that the recommendation in the report is fully adopted.</p> <p>Thank you</p>	email to project inbox

12-18-18_2	<p>Hi,</p> <p>I am writing on behalf of Kathy Abbott to check in when the next Northern Ave Bridge Task Force Meeting will be held, if you had a date set already?</p> <p>Thanks very much,</p>	email to project inbox
12-18-18_1	<p>attended a recent meeting of the Task Force, representing the Boston Committee of the GCA and our interest in relocating the Planters from the Bridge. I met Sara McCommond but I've lost her business card and am wondering if you could connect us.</p>	email to project inbox
	<p>Thank you for speaking with me after the public meeting on the Northern Avenue Bridge last week. As we discussed, I'm sending you a letter expressing some of my concerns and frustrations and to clarify the Alliance's position and our request for additional information.</p> <p>As you know, the Boston Preservation Alliance has been involved in efforts to preserve this integral piece of Boston's history and the character of Fort Point for about four decades, most recently highly active since the bridge was closed to pedestrian traffic in 2014. I participated in the last stakeholder group gathered at the direction of the Mayor in 2015 which began with many disparate opinions but after long discussions concluded that a restored, historic bridge was the preferred solution. I was also on the jury of the joint BSA/City "Ideas Competition" in which the vast majority of entries embraced the historic bridge in some form. It's clear the city loves this historic structure, and that's also been apparent among my fellow Task Force members and from comments by the general public and other advocacy organizations.</p> <p>The Alliance is known for being an organization that is realistic and rational. We recognize that situations change, that engineering and economic realities need to be part of the process. With that in mind we've been firm yet open-minded throughout this current Task Force process. For example, given the evidence of sea water already rising to meet the bridge early this year we backed off on our insistence that the bridge remain at its current elevation and moveable, despite those being character-defining features.</p> <p>The Alliance Board appreciated the presentation by the City/AECOM team on July 31 and has had robust discussion about the challenges and opportunities the bridge presents. Our Board has concluded, as I've stated in subsequent Task Force Meetings, that our desire is for the restoration, repair, or reconstruction of the existing bridge. However recognizing the challenge of the bridge's condition, if a method that preserves a significant amount of its character cannot be found – after honest, transparent, serious, and creative examination of alternatives to do so have been exhausted – then we would support a new, people-friendly, creative, place-making crossing here. (What I've summarized as "Go old or go bold" in some public settings and discussions.) However, we have yet to receive hard evidence – written evidence beyond the limited verbal information and diagrams shared with the task force and repeated at other public presentations such as the BSA Historic Resources Committee, Galer to Osgood, Page 2 of 4</p> <p>that alternatives for preservation and repair have been truly explored. No written analysis of alternatives, no cost estimates to various approaches, no case studies of why truss rehabilitations successful elsewhere cannot be applied here. In other words no concrete evidence, despite requesting such for months. We cannot support, and will urge the Task Force and the community not to support, moving forward with a new structure without this information.</p> <p>And it's not just the Preservation Alliance that wants this data. Other Task Force members want it and regulators who must approve and permit the city's plan through Section 106 of the National Historic Preservation Act will require it. Eyes with approval power will be scrutinizing what is proposed. The Massachusetts Historical Commission and the Army Corps of Engineers who also have experts watching them regarding this bridge including the Advisory Council on Historic Preservation and the National Trust for Historic Preservation will not be satisfied with what has been presented to the Task Force or to me. We've stated this a number of times and offered ourselves as the test case to review the justifications made for the future of the bridge to save the city months of delay if it were to submit a proposal for permitting with insufficient data backing it up. And, perhaps a more rigorous reporting requirement will reveal a better solution.</p> <p>That is the point after all, to truly examine alternatives before the loss of the historic resources is allowed to move forward. I've been asking for this information for months. I've been promised it's coming, yet, it never comes. Instead we've been getting pabulum. Watered down, overly-simplistic presentations with no real evidence that creative solutions have been attempted. You heard that from some public comment at the meeting last week. Instead we get the same simplistic answers, the same lip service of "we've tried." The same 85+% requiring replacement, the same "the steel is old," "the joints are complicated," etc. Where is the data? Where is the evidence? Where are the explanations that answer the obvious questions that will be asked by regulators and others such as:</p> <ul style="list-style-type: none"> • Bridges with 100+ year old steel are rehabilitated all the time around the country with successful results. Why can't this work here? (See for example Bach Steel's information on bridge restorations or the various case studies of bridge rehabilitations ... just to cite a few.) To simply say "the steel is old" is insufficient. Old steel unto itself isn't the problem. Corroded steel is another story, but we all know the entire bridge isn't corroded. • Splicing to old steel has been used in many occasions using a variety of techniques, including full penetration welding, splice joints, etc. Sometimes to great success even when initial conclusions were "it is impossible." We've been told splicing has been explored but have seen no details of why it wouldn't work. Where is the evidence that this has truly been examined? • Simply saying the existing joints are complicated and showing an exploded diagram isn't really an answer as to why they can't be rehabilitated. In fact, it's a rather poor Galer to Osgood, Page 3 of 4 explanation. Where are the cost estimates? Why have others succeeded in this endeavor and we cannot? • What attempts were made to develop a method to reuse the vast majority of old truss members where only the bottom is damaged? We've been told options were examined but have never been provided with information about what specifically was explored or why it wouldn't work. (And let's not conflate deck system with truss, the former clearly not viable for reuse and not historic anyway.) I've yet to see evidence that the engineers have truly "worked the problem" in any creative ways, yet solving this one item would drastically lower the 85+% replacement claims. • Then there is the approach to reduce the load demands on the truss itself – the hybrid approach concept that has been used in a variety of other historic bridge situations. What approaches have been examined there and where are the numbers? The Calculations? The data? Where are the schematic diagrams, etc. that demonstrate that ruling it out was more than a thought experiment? <p>Even when we met with a smaller group of the City's team weeks ago we received not a lot more, were promised a document to follow, and yet still nothing. But the team is now speaking publicly with we've yet to receive hard evidence. I do appreciate that at the public meeting it was noted that the Task Force has yet to agree with that conclusion.</p> <p>We entered this Task Force process to be helpful. We reduced our aggressive tone and vocal public outreach of years past to embrace this process. We've tried to be a team player, be collaborative, and give this process a chance, but requests for data from me and others go largely unanswered and the same information with little modification largely re-presented. It's as if the more times it is presented the less it is understood. The less we understand the less we are willing to accept evidence that suggests we need to move beyond saving the bridge, but you need to demonstrate options have truly been examined. The team has failed to take hold of our outstretched hand. On a broader note, I've come to the conclusion that the City's perspective on this project may be all wrong. Both I in past meetings and the AECOM team at the recent public meeting have noted that this is really just "a section of roadway over the water." That is certainly one way to look at this, through an engineering and infrastructure lens. Doing so places human comfort, placemaking, community engagement, and the unique character of the bridge and its context as secondary. It looks at this challenge as primarily a road project. Yet we've heard over and over again from the general public that they don't see it that way. They feel that the beauty and desirability of the historic Northern Avenue Bridge as a place</p> <p>Galer to Osgood, Page 4 of 4</p> <p>for people (and what people want from a new bridge) instead gives primacy to characteristics that a "road over the water" perspective does not. These different ways of thinking will lead to two different results. I've been asked why the Parks Department or people involved with tourism or even the Greenway aren't part of the discussion. Their input would be valuable if we are truly talking about placemaking as an important goal.</p>	
12-12-18_1	<p>I look forward to receiving the additional data so we can more fully evaluate the City's claims that are moving toward a new bridge solution.</p>	email to project inbox
12-11-18_1	<p>Dear Sir/Madam:</p> <p>I am a resident of Boston living at the Folio, 80 Broad Street, Boston.</p> <p>Please note my position as favoring the reconstructed Northern Avenue Bridge being used for pedestrian and bicycle use only.</p> <p>Once the James Hook site is developed there will be increased vehicle traffic to and from that development. Although no formal plans have been put forth by the developer it is likely that ingress and egress to the property will be via the short length of Northern Avenue opposite the Coast Guard Building. This property may include residential, commercial and a hotel. Allowing vehicles to cross west bound from the Seaport District could result in a dangerous mix of vehicles, pedestrians and bicycles in a relatively small space.</p> <p>Another concern I have is for the possibility of traffic from the Seaport flowing over the Northern Ave Bridge and heading northerly on Atlantic Avenue only to turn left onto India Street (in an attempt to circumvent traffic delays on the Evelyn Moakely Bridge) or to access Surface Road heading south. As can be observed almost nightly from approximately 4:00 PM to 7:00 PM on weekdays there is currently gridlock on Surface Road as there is no enforcement of "Don't Block the Box".</p>	email to project inbox
12-10-18_1	<p>I hope my concerns are noted in your deliberations and I thank you for your attention.</p>	email to project inbox
12-10-18_1	<p>I am an owner of a condominium (unit 10) at 50 Liberty and I attended the information session on the Northern Avenue Bridge on November 28th at District Hall. I want to provide feedback that I believe the new bridge should not be limited to any form of transportation. It should provide a means to exit the Seaport for automobiles, busses, bicycles and pedestrians. There are only four bridges and we need all of the capacity they can provide. Thank you for your consideration and for seeking input from residents.</p>	email to project inbox
12-9-18_1	<p>Good evening,</p> <p>I greatly encourage the design committee to make the redesigned bridge available for active modes with emergency access only. I use to work at the ICA frequently and this bridge was an easy bike/walk shortcut that was far more pleasant than the Seaport Boulevard bridge by far. It will not help traffic operations to add another bridge so close and in fact may make them worse. Please only entertain designs that are bike/ped/emergency only.</p> <p>thanks,</p>	email to project inbox
12-5-18_2	<p>I think it is clear to all attending the meeting, that those present from the community want the Northern Avenue Bridge to be for pedestrian and bike use only and not for any vehicles. It has the potential to be a site equivalent to NYC and Florence bridges/elevations and would be loved by residents and tourists.</p> <p>I was very upset that the last speaker, the chairman of the committee, stated he had a different viewpoint than those who spoke for the prior hour. He stated he represented >150 businesses on the Greenway and the Seaport and they want more vehicle travel on the bridge. The meeting was then adjourned without the opportunity for us to comment on that view. I have no objection to his being on the committee as a representative of business, BUT HE SHOULD NOT BE CHAIRMAN! He clearly has a conflict of interest. Given that conflict, his remaining as chairman undermines the credibility of the entire committee. Please discuss this objection with the committee members. Thank you.</p>	email to project inbox

12-5-18_1	<p>The undersigned are the Chairs of Harbor Towers I and II Condominium Trusts, a residential community of about 1200 persons situated just north of the Northern Avenue Bridge. You may have noticed that Harbor Towers was well represented at the Community Meeting you sponsored on November 28 at District Hall. Thank you for your interesting and informative presentation.</p> <p>At the outset, we agree with the position of the Wharf District Council, as expressed by its President Marc Margulies, that only pedestrian traffic, with the possible exception of emergency vehicles, be allowed on the new Bridge. We are particularly concerned that a traffic light at the intersection of Atlantic and Northern Avenues, a mere stone's throw from the existing traffic light at Atlantic and Seaport Boulevard, would exacerbate the already unacceptable traffic jams along Atlantic Avenue during rush hours, and create new ones along Northern Avenue. We are open-minded, however, about the position of some that the allowance of shuttles and buses during these hours would have the opposite impact on traffic. We believe that a comprehensive, professionally done traffic study of the effect on traffic of bicycles, cars, shuttles and buses, in addition to pedestrians, going each way across the bridge, and considering the current and projected future traffic on Atlantic Avenue, is necessary to enable the regulators to reach a well-considered conclusion, and urge you to commission such a study for this purpose.</p> <p>Again, thank you for your presentation at District Hall, and we look forward to following the development of this very important project.</p> <p>Sincerely yours,</p>	email to project inbox, and to Chris Osg
12-4-18_1	<p>As a multi-modal user and someone who works on Northern Ave, I strongly urge you to keep the Northern Ave Bridge a pedestrian and bicycle only bridge. Adding cars to that bridge will not solve any existing traffic problem. The current backups for cars on the Moakley Bridge are due to slowness entering the I-93 North tunnel. More cars on the Northern Ave Bridge will do nothing to alleviate that jam. Please keep the new bridge car-free. Must we have every single street in Boston choked with emissions and pollution? Let's prioritize human beings and active transportation, instead of motor vehicles.</p>	email to project inbox
12-3-18_1	<p>There are 22 veterans dying per day in this country from PTSD, TBI & suicides this is the least we could do for these vets and what greater an affiliation to be connected to for such a cause is bridges for the fallen I Sorry these vets don't have the popular politician name recognition but why should they have to they served our country with no political connections or recognition. Ain't these veterans American through and through. Like a Pratt through bridge that stands tall with its trusses. Our cause with the Tim Doc Cook scholarship is to raise awareness to PTSD and our vets dying. I make a motion here and now as a tax paying home owner in south Boston to dedicate the northern av bridge to our vets and bridge the gap of public awareness about PTSD.</p>	email to project inbox
12-2-18_1	<p>Hi,</p> <p>Just wanted to add my voice to the chorus asking for NO CARS on the Northern Ave bridge. I thoroughly enjoyed riding my bike over this bridge on my way to the Seaport, and was really disappointed when it closed down. Let's not ruin this peaceful passageway by putting motor vehicles on it. Let's correct the planning mistakes in the Seaport (which is currently car-centric and unwelcoming), one step at a time. Let's make this a place for people!</p> <p>Thanks,</p>	email to project inbox
11-30-18_4	<p>I am strongly in favor of a pedestrian only bridge with perhaps a bike lane. I am not in favor of having a one way lane for vehicular traffic. I would like to see the iron bridge reconstructed and incorporated into an imaginative design. I love the idea of a garden bridge. Some interesting designs were already proposed a couple of years ago. Let's maintain the charm of the iron bridge with something unique for Boston. As far as I'm concerned the city has already built a monstrous highway that is Northern Avenue for vehicular traffic.</p>	email to project inbox
11-30-18_3	<p>I think it would be a great idea to return the Northern Ave Bridge back to service. I live close by and it is a shame that the bridge can no longer be accessed. It looks terrible! Furthermore I would like to see the bridge made off limits to vehicular traffic outside of police and emergency vehicles. In fact, there is plenty of room on the bridge to host food carts, cafes and creative landscape design projects.</p>	email to project inbox
11-30-18_2	<p>Hi there, Writing to express concern of adding general traffic to the Northern Ave. bridge. I see that on the presentation on Wednesday (wasn't able to attend) that emergency vehicles, bicycles and pedestrians are cleared as users for the bridge with ongoing discussion for HOV and general car traffic, with an ongoing discussion around possible access during off-peak times. I'm assuming that means it being closed to cars during NON peak travel. Peak travel times are often the most vulnerable and stressful times to be a cyclist or a pedestrian and would honestly beg that cars not be allowed during peak transit times (or anytime) on the bridge.</p> <p>I don't believe that ride-share or taxis should be allowed to be on the bridge either. Usually these are 1 passenger rides and shouldn't qualify for HOV status. I would absolutely be in support of MBTA transit on the bridge. As a transit user, it is infuriating sitting in traffic without priority access or a dedicated bus lane (Boston needs Bus Rapid Transit, stat!).</p> <p>Please keep this historic bridge a beautiful and safe place for vulnerable road users, as well as providing a comfortable and expedited service for public transit users.</p>	email to project inbox
11-30-18_1	<p>The Northern Avenue Bridge was a treasure for those who go back and forth from the Seaport and The Waterfront. Such a significant difference in the experience of crossing it to the Seaport and walking over the busy Congress Street bridge! Please restore it for use by pedestrians, bicycles, farmers' markets, and occasional dancers. It is a perfect link to one of the most beautiful walks in the city--around the courthouse. It provides a lovely peaceful view of the harbor.</p>	email to project inbox
11-29-18_6	<p>While the four objectives for the bridge project are worthy, the two most salient - supporting mobility and creating a destination - stand out when deciding to include vehicles. Let's take the latter first. Boston has an opportunity to create an iconic pedestrian and cycling bridge, much like the Puente de la Mujeres in Buenos Aires, the Bob Kerrey Pedestrian Bridge in Omaha, the Big Four Bridge in Louisville, the Millennium Bridge in London, the Neslobrug in Amsterdam, among many others. None of these would be destinations if they had vehicles on them. And the Northern Ave Bridge will not be a destination with vehicles on it either - just another bridge functioning as a car conveyor. Encouraging pedestrian and cycling only bridges as transport connections enables people to be out and moving, free of fear and improving public health. Disallowing vehicles opens the chances of creating a social space on the bridge so people can enjoy the channel and the downtown and seaport skylines without the interference of vehicular noise and fumes. On the latter objective, the seaport already has three vehicular bridges and a bus transit way. According to the city's own models, another vehicular bridge would not alleviate congestion since much of the traffic queues for the I-93 north ramp from Seaport Avenue. How many times have we only seen increased vehicle numbers when yet another vehicle lane was built! (Yes, build it 'and they will come!'). Even an HOV only lane on the Northern Ave Bridge will not make much of a change in seaport congestion. Also, the Northern Avenue Bridge will provide the critical pedestrian/cycling link between the Rose Kennedy Greenway and the Harbor Trail and enhance pedestrian/cycling transportation between the two. The pedestrian/cycling only bridge alternative has a greater chance of decongesting the Silver Line to the Courthouse and WTC as well.</p>	email to project inbox
11-29-18_5	<p>Restricting the traffic on the bridge to pedestrians, bikes, scooters, etc. would go along way to reconciling the absence of a world class waterfront park. Use the bridge to foster a relationship with the water, something this town was built on. Think Brooklyn Bridge Waterfall by artist Olafur Eliasson.</p>	email to project inbox
11-29-18_4	<p>November 29, 2018</p> <p>Dear Northern Avenue Bridge team,</p> <p>I hope it is good news that the Old Northern Avenue Bridge is back under discussion. A few years ago, before the City opened it permanently to boats and closed it permanently to walkers and bikers, I was actively involved in the discussion of its future. Unfortunately, I was unable to attend yesterday's meeting and hear what is being considered now. Hopefully, it is good news.</p> <p>Thoughts in brief: the bridge should be kept at ground level because it is the only crossing of the Channel that draws one into South Boston at eye level. When it was open, most pedestrians going to the Courthouse and South Boston businesses chose it over the Moakley. It hosted splendid activities, plantings, lighting, much else. Support for keeping it openable was strong. Proposals to redesign it for vehicle traffic to avoid the jam up at Northern and Atlantic Avenues were, and are, ridiculous since traffic will meet the same blockage and just wait at a different location. Using it for emergency vehicles is worth investigating though.</p> <p>Rather than recapitulate all the reasons for reopening the bridge as it was--functional, historic, tourist attraction... I will just ask the City, State, Coast Guard, boaters, all relevant parties to restore it to its past grandeur.</p> <p>Sincerely</p>	email to project inbox

11-29-18_3	<p>Hello,</p> <p>I am a Boston resident who works and commutes in the Seaport. I regularly walk, ride the T, and bike in this neighborhood. I strongly support a design that prohibits cars, creates a safe space for pedestrians and bicyclists, and provides emergency vehicle access when necessary. This would reestablish the well-loved, people-oriented connection that the Old Northern Avenue Bridge provided for many years. It would also set the stage for the City to implement better transit connections to the Seaport by providing bus priority on Congress Street between North Station and the Waterfront, as called for in the City's Go Boston 2030 plan. This project is a unique opportunity to not only build a safe route for pedestrians and cyclists, but also to create a landmark destination with cultural and community space in a bustling neighborhood.</p> <p>I think it would be a step backwards if the City were to allow cars on the new Northern Ave bridge. It would not at all be consistent with the City's Vision Zero initiative, which promises to "prioritize safety and take a people-first approach to transportation and community building." The Seaport neighborhood deserves a walkable, bikeable community space and connection to the Harbor Walk -- not another space for vehicles.</p> <p>Thanks, and best,</p>	email to project inbox
11-29-18_2	<p>Good morning--</p> <p>I attended the community meeting last night. The community seemed quite clear on its priorities: 1. only allow pedestrian and bicycle access on the bridge and 2. the bridge should be a welcoming destination in the city.</p> <p>However, the chair of the committee seemed to make it very clear that the committee was predisposed to wishes of the business community for using the bridge for bus/HOV transit purposes. This was quite disturbing. His pronouncements came at the end of the meeting so there was no time for a response to this. I live in the Fort Point area. It seems that business interests have been the only voices listened to in the development of this area. There is very little open park space, the waterfront has all been blocked off by tall buildings, there are no civic spaces (library, voting poll--it is over 1 1/2 hours by public transportation to our voting location), there are no basic amenities like grocery stores. This bridge represents one of the last opportunities to give something to the quality of life of the public in the area (and to the public in the city). Not just another crammed roadway, but a walking and biking oasis.</p> <p>It was also disturbing that the development of any recreational or "respite" use of this bridge is being only considered as a footnote. This is what the community has been most enthusiastic about. It now seems that all of these uses are assigned to a vague "island" concept that has no funding and no plan. Another 20 years maybe to wait for something to develop here? Why was there a competition for ideas, if none of them are being considered? Another quality of life issue for the community being put on the back burner.</p> <p>I would strongly suggest that the committee rethink their priorities on this project.</p> <p>Thank you for your attention.</p>	email to project inbox
11-29-18_1	<p>Hi,</p> <p>I was unable to attend the meeting on 11/28, but I am writing to strongly support the option that provides access only for people walking and biking, with emergency vehicle access if ever needed.</p> <p>The Big Dig opened up a beautiful pedestrian area along the Boston Waterfront, but the other plans for the Northern Ave Bridge could walk us backwards by continuing the relentless march to return that area to concrete and motor vehicle traffic.</p> <p>The Seaport does not need more motor vehicle lanes; it needs better options for Mass Transit.</p> <p>I could also support a Bridge option that supports Mass Transit, but I am concerned that the current proposal for HOV 3+ would be frequently used by Uber/Lyft with just a few passengers, causing congestion and ruining the public benefits. However, I think Boston will best help the Seaport by providing bus priority on Congress Street between North Station and the Waterfront, as called for in the City's Go Boston 2030 plan, while keeping the Northern Ave Bridge for foot and bicycle traffic and making it an important public destination in a part of the city that currently lacks them.</p> <p>Thank you,</p>	email to project inbox
11-28-18_11	<p>Hi Northern Ave Bridge team,</p> <p>Please ensure that the bridge that is re-built by the City of Boston creates the walkable, bikeable, and impressive harbor walk connection that this wonderful location deserves.</p> <p>The bridge should beautifully, safely, and comfortably serve people walking and biking, and provide emergency vehicle access if ever needed. It should re-establish the well-loved, people-oriented connection that the Old Northern Avenue Bridge provided for many years. And it should set the stage for the city to implement better transit connections to the Seaport by providing bus priority on Congress Street between North Station and the Waterfront, as called for in the City's Go Boston 2030 plan (p. 195).</p> <p>Thank you,</p>	email to project inbox
11-28-18_10	<p>Ladies and Gentlemen:</p> <p>Preferred options:</p> <ol style="list-style-type: none"> 1. Ped/bike/emergency vehicles only within \$46MM budget. 2. Ped/bike/emergency vehicles/transit (not TNCs, not taxis, not vanpools or corporate shuttles) only within \$46MM budget. <p>The policy decision is easy as to personal vehicle/general traffic lanes. The climate crisis demands that we de-carbonize our mobility, and our plans - such as GoBoston 2030 - recognize this. The time to stop expanding personal vehicle has come. We should do everything in our power to discourage it. So, please stop considering any further options that would accommodate personal vehicles on the new bridge. Thank you.</p>	email to project inbox
11-28-18_9	<p>I can't make it to the public meeting this evening, but want to voice my strong support for a pedestrian and cyclist only design. The Seaport district is already challenging to navigate by foot or bike, and there are several parallel bridges serving automobile traffic. Preserving a pedestrian and cyclist only connection (as the bridge was from 1997 to the time of its closure) from downtown to this emerging hot spot will increase accessibility and equity for those of us trying to avoid contributing to Boston's burgeoning traffic problems.</p>	email to project inbox
11-28-18_8	<p>Hi,</p> <p>There is no logical reason to add general traffic to the bridge.</p> <p>I would like to see this Restricted to pedestrians, bicycles, and emergency vehicles</p> <p>Thanks,</p>	email to project inbox
11-28-18_7	<p>My name is -----, I am a PhD candidate at the University of Rome "Tor Vergata" in "Architecture and Construction" in the Civil Engineering Department.</p> <p>I'm attending the second year of a 3-year PhD program and my research deals with the role of road infrastructures as the basis of relationships between architectures and as places to be lived, not just as connections between points; finally, road infrastructures can become a means of regeneration of the city.</p> <p>In order to highlight the potential and the limits of the infrastructure as a place of physical and human relationships, my research has led me to analyse the typology of the INHABITATE BRIDGE that transforms the crossing of an artificial or natural obstacle into a place that can foster social interactions.</p> <p>The study started with the analysis of ancient cases and proceeded to the most modern projects, when I became aware of the Wellington Reiter proposal for the NORTHERN AVENUE BRIDGE; later I carried out an online research and I discovered your project.</p> <p>I was amazed that at the same time that I was conducting my research, there was a modern inhabited bridge at the design phase! The fact that it is in Boston filled me with joy. I have not yet had the opportunity to visit Boston but this city accompanies me since my childhood with the stories of my father and my grandparents that lived in the Boston area since my father, Dr. Piergiorgio Renzoni, was 11 years old. He attended Boston University and after seventeen years in the US they returned to Italy, but a part of our family is still there.</p> <p>I write this letter to you because I feel that this could be an important opportunity for my research and a great personal experience.</p> <p>Of great interest is the context in which the project is inserted. Therefore, the fact that the bridge must relate, amongst others, to two important urban elements: the Harborwalk and the Waterfront Innovation District, both generate a network of pathways that, if exploited, can make the bridge the key element around which everything else rotates.</p> <p>Furthermore, the four primary objectives for the Northern Ave Bridge are very interesting for my studies, about the importance of public spaces and infrastructures.</p> <p>I'd like to know if I could help and participate in some way, even if for just a short period of time.</p> <p>It would be a dream for me to have a formative and educational experience in Boston.</p> <p>Thank you for your kind attention.</p> <p>Sincerely,</p>	email to project inbox

11-28-18_6	<p>I love bridges, and have loved the Northern Avenue Bridge since I moved to Boston from Washington, DC in 1982. I also happen to love old buildings and Historic Preservation, so as you can see, saving the bridge combines all of my loves. We need to restore the bridge and make it pedestrian and bike friendly in order to continue to tell the history of Boston, its development as an important city, and its workers; to link the old Boston (both historically as well as geographically), and to create another route for workers, tourists and residents to cross the Fort Point Channel, and lesson some of the vehicle impact in and out of the Seaport District. Having this graceful path across the channel will also lesson the impact of a neighborhood comprised of only glass towers with no personality. Boston really messed up its possibilities for a creative planning of the Seaport District - let's not also mess up the opportunity to save a graceful entrance into this new part of the city.</p> <p>Thank you,</p>	email to project inbox
11-28-18_5	<p>I hope you will seriously consider making this a pedestrian-only bridge (emergency vehicles are okay by me). The traffic pouring out of the Seaport district is so heavy that I can't imagine Atlantic Avenue can take any more. And neither can the tunnel.</p> <p>I am so sorry that when the Seaport district was vacant land we didn't put two or more subway lines in. South Boston is not well served by a subway on only one side. And the Seaport needs better transit. The Silver Line is uncomfortable and when the guy gets out to change from electric to diesel I always wonder what century we in — maybe 1899?</p> <p>And it takes 45 minutes from my house to get to the airport on the Silver Line. Less than 10 minutes by taxi or Uber on a Sunday morning. Which do you think I'm going to choose?</p> <p>Street trolleys, anyone? I rode on one in the city of Bordeaux that had a ground-level propulsion system that the trolley could activate, but when a person stepped on it nothing happened. And it was about 15 years old.</p> <p>Boston? What are we doing? Nothing.</p> <p>Keep that bridge pedestrian and really solve the transportation problems. don't pour more cars onto city streets.</p>	email to project inbox
11-28-18_4	<p>Hello! I'm unable to get to the meeting today, but I wanted to email to support a design option which only provides access for pedestrians and cyclists (and emergency vehicles). As a regular user of the area, having dedicated low-stress biking facilities, or pedestrian continuation of the harborwalk with fewer street crossings would make the area better. The benefits from car-free areas for community life, safety, and lower GHG emissions are well-documented in areas like Paris and other European cities (whose street plan is a similar age to Boston!), and with the knowledge that cars (gas/electric/autonomous/rideshared) are geometrically incompatible with happy, efficient, dense living (and unsafe), I can't support adding more capacity for something that we have goals to decrease the use of.</p> <p>I hope the final design will help build a stronger connection between the Seaport and Financial District without private vehicles taking up space and making things less safe.</p> <p>Thanks for all your work on this process!</p>	email to project inbox
11-28-18_3	<p>Please prioritize the following option for the Northern Avenue bridge: "Pedestrian & Bicycle Only / No General Traffic: • Restricted to pedestrians, bicycles, and emergency vehicles". This is the best option to provide walking/public access without additional car traffic and increase risk and number of dangerous intersections.</p>	email to project inbox
11-28-18_2	<p>As someone who frequently used the Northern Avenue Bridge during the time that it was still open but restricted to bike and pedestrian traffic, I found it a tremendously useful, safe link from Atlantic Avenue to the Seaport. I strongly urge that it be kept as a pedestrian/cyclist only bridge.</p>	email to project inbox
11-28-18_1	<p>Please make the bridge car-free.</p>	email to project inbox
11-27-18_8	<p>I vote for the bicycle and pedestrian only design option for the Northern Avenue Bridge. Downtown Boston needs more separated bike lanes and car-free zones, not more car-centric streets. Keeping the bridge car-free will promote walking and biking and local businesses in this vibrant area.</p>	email to project inbox
11-27-18_7	<p>Hi,</p> <p>Please keep the bridge pedestrian and bicycle only without general traffic.</p> <p>Best regards,</p>	email to project inbox
11-27-18_6	<p>I strongly support making the new Northern Avenue Bridge strictly for the use of non-motorized traffic, with the limited exception of motorized individual wheel chairs for the disabled. The existence of a wide motor-traffic bridge one block away makes it as unnecessary as can possibly be for motor traffic to be permitted on the Northern Ave bridge.</p>	email to project inbox
11-27-18_5	<p>Hello,</p> <p>I just wanted to voice my support for car free options on the bridge redesign. The Seaport is already choked with cars so I think any opportunity to build with cyclists and pedestrians in mind should be taken. A car free route between the Seaport and downtown would really help make the Seaport accessible and more enjoyable to access.</p> <p>Thanks,</p>	email to project inbox
11-27-18_4	<p>I will not be able to attend, which is why I wrote. Don't take people's absence as a lack of interest. Thank you.</p>	email to project inbox
11-27-18_3	<p>Hello,</p> <p>I am a resident of Boston and spend a lot of time in the Seaport and Financial District. I would like to submit the following as public comment on the Northern Avenue Bridge Project: Please do not open the Northern Avenue bridge to vehicular traffic (save emergency vehicle access). This is an opportunity to reestablish the bridge as a dedicated bike / pedestrian and public space in an area that continues to boom with residents, foot traffic, and outdoor activity. There is absolutely no need to open a fourth vehicle bridge across the Fort Point channel to general traffic. Given how traffic-clogged the surrounding streets are, opening another vehicle bridge would simply induce driving demand and worsen traffic in the area. A bike / ped bridge would facilitate non-vehicle transportation to and from the Seaport - a must given how vehicle-dependent the neighborhood currently is. Bike / ped bridges are a great way to facilitate transportation options, reduce traffic / pollution, and add open space to the urban fabric. Bike / ped only bridge projects in cities such as Portland, Oregon and Chattanooga, Tennessee have been huge successes, driving massive economic revitalization and development. We should taken advantage of this historic opportunity to do the same in Boston.</p> <p>Thank you for your consideration and receptivity to public comment.</p> <p>Best,</p>	email to project inbox
11-27-18_2	<p>This project is a unique opportunity to not only build a safe, dedicated route for pedestrians and cyclists, but also to create a landmark destination with cultural and community space in a bustling neighborhood.</p> <p>I strongly support the idea that the bridge is only used for the pedestrians, cyclists and emergency vehicles.</p>	email to project inbox
11-27-18_1	<p>Hello, and thank you for creating a way for the public to share our thoughts about the Northern Avenue Bridge.</p> <p>I am a long-time resident of the Boston area and a recreational cyclist. I have spent the last four years living in Amsterdam, cycling daily, and I have seen first-hand the positive results of civic commitment to cycling infrastructure. Fewer cars, healthier people, and an improved quality of life are just some of the benefits that result from supporting cycling for both transport and recreation. (This interview provides a good perspective of the Dutch system in comparison to N. America: https://www.citylab.com/transportation/2018/09/cycling-is-key-to-safer-healthier-more-vital-cities/570139/). As I prepare to return to Boston in January, I'm encouraged to see the increased attention that is being given to cyclists and pedestrians, but there is still much to be done to create a healthy city for everyone.</p> <p>I would like to add my voice to the Boston Cyclists Union and other groups who are advocating for the Northern Avenue Bridge to remain car-free (as it has been for more than 20 years) and to add lanes for cyclists and pedestrians.</p> <p>Again, thank you for creating a forum for residents to share their opinion about this important project.</p> <p>My best,</p>	email to project inbox
11-26-18_14	<p>Keep this bridge free from cars and trucks, please!!! The future is not cars! It's walking, trains, trolleys, and bikes. Save our city!</p>	email to project inbox

11-26-18_13	<p>Hi! WalkBoston is sending out a notice about the 11/28 community meeting tomorrow, and wanted to let you know if you go to boston.gov and search for Northern Ave Bridge, this other page is the highest in the results - https://www.boston.gov/departments/public-works/northern-avenue-bridge - and it does not have any information about the upcoming meeting. thanks,</p>	email to project inbox
11-26-18_12	<p>Dear Northern Ave. bridge team,</p> <p>I'm am a driver, cyclist, pedestrian, and transit-traveler living in Somerville who frequently travels to the Seaport area for work and social events. I am writing to urge you to keep the Northern Ave bridge car-free for the health and vibrancy of the Seaport district and the city as a whole.</p> <p>There is no logical reason to add car traffic to the Northern Ave bridge. The main goal of this project is to improve mobility in the booming Seaport, where traffic is threatening to stifle economic and community health. Yet the city's own analysis concludes that including cars would increase traffic without reducing travel times. Additionally, conflicts would be created between people driving and people walking and biking as motorists turn right onto Atlantic Avenue from the Northern Avenue Bridge, instead of at the signalized base of Seaport Blvd</p> <p>Personally speaking, I saw the 2012 New Years fireworks from this bridge. I loved that I didn't have to compete with traffic to do so. Please make this bridge a haven for cyclists and pedestrians, a boon for economic growth and mobility, and a jewel of the city. Make the bridge car-free. Thank you.</p> <p>Warm regards,</p>	email to project inbox
11-26-18_11	<p>Hello, I write to express support for a car-free design to the Northern Ave Bridge. This has the potential to be an iconic, resident and tourist pleasing spot that could make the Seaport district into a stronger cultural draw. Think 'highline' for Boston; with a bike lane!</p>	email to project inbox
11-26-18_10	<p>I would like to voice my support for the pedestrian/bicycle concept for North Avenue Bridge. As a daily cyclist and pedestrian, I believe that there is a strong need within the city for more pedestrian/cycling-only spaces. Such spaces will improve safety, offer new opportunities for commuting, and will create a central space for people to spend time outdoors within the city. On a recent trip to Europe, I noticed that extensive pedestrian/bike-only spaces can alter the feel of a downtown area, and can make it much more likely for people to gather and interact. By contrast, I think it would be a mistake to encourage more vehicular traffic downtown by continuing car-centric development. Redeveloping the bridge for vehicular traffic would likely further isolate pedestrian-focused areas, and would minimize the kind of pedestrian activity that is necessary for the city to be a safe and attractive place to live.</p> <p>Thank you for your time.</p> <p>Sincerely,</p>	email to project inbox
11-26-18_9	<p>To whom it may concern:</p> <p>I'd like to express my support for a car-free Northern Ave bridge. Prior to its closure, the bridge represented one of the best ways to walk or bike across the Fort Point Channel, and connected two segments of the Harborwalk directly.</p> <p>Since then, the Seaport side of the Harborwalk has improved dramatically, and it would be meaningful not only to reconnect the Harborwalk, but re-open the car-less route that the bridge used to provide.</p> <p>I applaud the efforts to rebuild & reopen the bridge, but cannot stress enough: we do not need any further encouragement to car use when we need to shift dramatically away from driving.</p> <p>Thanks for your attention.</p>	email to project inbox
11-26-18_8	<p>I can't attend the meeting, but I am strongly in favor of a pedestrian & bike bridge (no cars). I work in the Seaport and often bike in or walk from South Station. Thanks!</p>	email to project inbox
11-26-18_7	<p>I have been commuting by bicycle to school and work since middle school nearly 50 years ago! Perhaps I was a little ahead of my time, but we have been aware of the environmental problems with cars since well before that time! Please do NOT reintroduce cars to this new project, make it a project that looks ahead not backwards! Boston has done so much to promote cycling in the city and making it safer has had the most impact. Let's keep doing that. Go with the option that makes this a pedestrian and bicycle mode project! Thanks!</p>	email to project inbox
11-26-18_6	<p>Northern Avenue Bridge Design Team,</p> <p>As I am unable to attend the 11/28 meeting, I am submitting this comment voicing my support for the pedestrian and cyclist only option for the redesign of the bridge. With the exception of emergency vehicles, the NAB should be limited to active use.</p> <p>The case against vehicular traffic has been well stated by many experts in traffic patterns and the perils of induced demand. Additionally, by supporting active transportation (pedestrians and cyclists), we may ease congestion on the Silver Line until the MBTA can make improvements to the service on that line. Active users are known to spend more time and money at local establishments, and supporting them at this location will also demonstrate Boston's commitment to moving towards lower carbon modes of transportation.</p> <p>Sincerely,</p>	email to project inbox
11-26-18_5	<p>The city of Boston has a tremendous opportunity to set an example for the rest of the U.S. by making the Northern Ave. Bridge car-free. Not only would it be a shining example for the U.S., but it would stimulate economic growth in the city. Imagine small booths with local artisans, foods, and drinks, all available for people to purchase while they comfortably stroll the bridge along a revitalized waterfront. It would be the perfect link between downtown and the Seaport, and would likely lead to further economic activity and neighborhood activation in an area that sometimes is lacking in culture and options for pedestrians and bicyclists. While it may be appealing on the surface to allow some level of vehicular traffic, I'm puzzled at what problem it would solve. The traffic would simply pour on to streets that are already clogged, and incentives would continue to favor those who drive, instead of those who bike or walk.</p>	email to project inbox
11-26-18_4	<p>Greetings,</p> <p>I am not able to attend the public meeting on Wednesday, Nov 28th about the Northern Avenue bridge so I wanted to submit my feedback here.</p> <p>Before the bridge closed, I enjoyed it as a pedestrian and bike access area with views of the water and some landscaping. Given that there is a large bridge (4 lanes? 5 or 6 lanes when it splits for turns?) directly next to it, I would like to see this bridge return to an area that services non-motorized vehicles. The parallel bridge has an incline that makes it uninviting to people walking and biking. We know from urban planning and transportation studies that adding more lanes doesn't work or solve traffic problems. Having a green and inviting gateway to Seaport only makes sense.</p> <p>I strongly support the option of no vehicles. An HOV option could be considered but that should only include buses and no personal vehicles (including ride-hailing services).</p> <p>Please also note that I am a resident of South Boston.</p> <p>Thank you.</p>	email to project inbox
11-26-18_3	<p>Thank you for the work you're doing to bring back this important bridge.</p> <p>My wife and I both bicycle to work in Downtown Boston everyday, year-round, from Roxbury. The final stretch of our commute into downtown is the most dangerous, no matter which route we take.</p> <p>Please take this opportunity to design a 21st century bridge for pedestrians and cyclists. Cars already have three other parallel bridges to choose from. I can promise that cycling Boston residents like ourselves would spend more time downtown after-hours if it was safer and more pleasant to do so. We would also venture into the Seaport more often for the same reasons.</p> <p>While our preference would be no motor vehicles at all, strong physical separation between us and busses could be a compromise. But, please, no Ubers or Lyfts.</p> <p>Pedestrians and cyclists also create much less wear-and-tear on bridge infrastructure than motor vehicles, which will save the city long-term maintenance money.</p> <p>With gratitude,</p>	email to project inbox

11-26-18_2	<p>Hi;</p> <p>I'm an attorney at Fish & Richardson, based at One Marina Park Drive, quite close to the Northern Ave Bridge. We were the anchor tenant for the building and have been here for about eight years at this point. When we first moved here, I very much enjoyed the pedestrian-only Northern Avenue Bridge and was greatly disappointed when it closed. The lack of an easy pedestrian connection makes me much less likely to go over to Post Office Square or the Financial District for lunch or meetings.</p> <p>I'm writing now to express my strong support for a car-free design for whatever replaces the current disabled bridge. There are so few pedestrian- and bike-friendly areas in and around the Seaport; this crossing presents an ideal opportunity to have just a little bit of dedicated infrastructure for active transportation. I've completely given up using the Silver Line at peak times in the Seaport because it is too crowded and unreliable so usually walk or bike to get to the financial district (either on my own bicycle or using one of the nearby Blue Bikes). But crossing over the channel on the Seaport Boulevard bridge is quite unpleasant on either mode—I believe having a ped/bike bridge would encourage many more people to walk or bike rather than drive or use the already overloaded Silver Line.</p> <p>Moreover, I can't see how opening up that bridge to automotive traffic will ease congestion in any meaningful way. It's well established that adding capacity just induces demand, and in any event traffic is already gridlocked on both sides of the bridge at peak time currently, so adding a connection between two gridlocked streets couldn't really help anything.</p> <p>In short, the Seaport is already much too car-centric and the various incentives to get around by car are already threatening to choke off the growth in and desirability of the area. It's long past time to encourage people to get around by other means. Please give a pedestrian/bicycle-only bridge serious consideration.</p> <p>Thanks! Regards</p>	email to project inbox
11-26-18_1	<p>Hi My name is ----- a life long resident of South Boston where I brought my 3 children up and have been very involved in the community over the years . My son Tim was a graduate of BC High 2003 .Tim served as a Navy corpsman -(HM3 FMF Timothy John Cook [with the Marine Corp in Iraq . Tim designed and implemented a mass casualty vehicle while serving in Iraq . Tim made it home safe - well at least that's what I thought . About a year after coming home Tim started suffering from PTSD symptoms and struggled with it and finally succumbed to his death in 2013 . We have started a scholarship for Southie boys attending BC High where we have them write an essay about serving community and country and about the effects of ptsd . This year The Tim Doc Scholarship hosted a hockey tournament and we will open the scholarship up to girls tuition based high schools as well . I would also like to add there was another Tim from South Boston who also lost his life to PTSD a year after my son his Name was Timothy Fredrick Long USMC .As I said I have been very involved in the community coaching and helping out with kids in the community. By starting the scholarship educating these kids about ptsd I have also made contacts with great organizations like mass military heroes and TAPS and skate for 22 who participated in the tournament. Another organization that has reached out to me is bridges for the fallen - who names bridges for our fallen veterans and this year they have been approved to name a bridge in honor of veterans who suffered and died as a result ptsd and TBI . I would like to see the Northern Ave Bridge dedicated to our veterans like the two Tims from South Boston Mass who proudly served our country and died as a result of PTSD . Thank you for letting me have a say in the community that I live in . Respectfully</p>	email to project inbox
11-23-18_1	<p>Hi, Please make pedestrian and cyclists accommodations the priority when it comes to rehabbing the Northern Ave bridge. There are way too many cars in Boston and another car bridge will only welcome more. Thanks for considering.</p>	email to project inbox
11-21-18_1	<p>I appreciate your commitment to have future public meetings regarding planning for the Northern Avenue Bridge at locations, such as the Boston Society of Architects headquarters, which are more convenient than the Seaport District for the North End/Waterfront community to attend.</p>	email to project inbox
11-20-18_3	<p>May one submit public comments by email?</p>	email to project inbox
11-20-18_2	<p>to the Honorable Task Force :</p> <p>Thank you for including safe accommodations for people walking and biking and access for emergency vehicles in all of the design options for the bridge. The best design for the Northern Avenue Bridge would completely prohibit private vehicles, including shared ride services and taxis. Boston is a beautiful city. It is a walkable city. But there are too many cars.</p> <p>Too many cars make the city unsafe for pedestrians. Anyone who remembers the Central Artery before the Big Dig will surely agree that limiting vehicle access was essential to the success. Cars require too much space on the road. They require too much space for parking. Can Boston continue to grow without choking on its own traffic? Yes, if the city makes it safe for people to get around safely without them.</p> <p>Northern Avenue Bridge is a once-in-a-generation opportunity to do just that.</p> <p>Out of the four design options that will be presented, the best option prioritizes accommodations for people walking and biking by prohibiting private vehicle access. The Seaport needs more public spaces. This design best preserves the historic and people-oriented nature of the bridge as a connector and gathering point. Research has shown that allowing private vehicles on the Northern Avenue Bridge would do virtually nothing to make car traffic more efficient. But it would ruin a public space for everyone else. Allowing private cars on the bridge amounts to a gross failure of judgment.</p> <p>The Seaport absolutely needs better transit options, but the community would be better served by bus priority on Congress Street between North Station and the Waterfront, which is in the City's Go Boston 2030 plan (p. 195).</p> <p>This letter is intended as part of the public comment process for</p>	email to project inbox
11-20-18_1	<p>Could you please add my email address to be notified of any/all meetings of the Northern Avenue Bridge Mayoral Advisory Task Force?</p>	email to project inbox
11-14-18_2	<p>I'm a Fort Point artist wanting to know if you'll be involving local artists in the programming?</p>	email to project inbox
11-14-18_1	<p>Hello,</p> <p>I live at 22 Liberty Drive and unfortunately will be out of town on November 28. I did have just a couple of questions concerns related to the bridge plans that I hope are or will be addressed in the planning.</p> <p>Seaport Boulevard Bridge Maintenance – The goal of the Northern Avenue Bridge is to add bandwidth to ease the congestion on the Seaport Blvd and Congress St Bridge. The Seaport Bridge does not appear to be getting any maintenance over the past 3 years that we have been here. The street light posts are rusting and the concrete around many of the bases have crumbled into dust. The metal railings are rusting and appear overdue for a paint job and have only been touched up in the past to look like a patchwork design. There are also concrete dividers on the bridge that have crumbled into dirt and rock piles too. Are there any plans to fix these items before the street lights fall down? Does the Seaport Blvd Bridge have the funding required to maintain it so it doesn't fall into disrepair like the Northern Ave Bridge?</p> <p>Northern Ave Bridge Maintenance – I understand the desire to honor the legacy of the bridge but wonder if this should be scaled down to be a more cost effective bridge that would require less maintenance over time so that we don't have similar issues down the road as we have with the Seaport Blvd Bridge. Could there a way to use the new Children's playground or the harborwalk path to honor the Northern Ave bridge legacy on a much smaller scale. This would allow for building a bridge focused more on solving the congestion issues created by the development of Seaport and require less maintenance over time.</p> <p>Thanks for all your efforts in helping get this bridge replaced.</p> <p>Warm Regards,</p>	email to project inbox
11-13-18_1	<p>I understand the need for emergency vehicle access on the bridge, but the decision to allow full vehicular use of the bridge is disconcerting, and if it is carried through, then the design should emphasize the different experiences a car and a person would have on the bridge. A good example of this would be the Galata Bridge in Istanbul, which features multiple levels that help to separate cars from people, and provide a much more rich experience for the pedestrian. While the Evelyn Moakley bridge is a great vehicle-mover, it provides a decidedly miserable pedestrian experience, both due to the slope of the bridge, the materiality, aesthetic experience, and adjacency to vehicular traffic.</p> <p>The old Northern Ave Bridge felt much better from a pedestrian standpoint because of it's size and materials, and also strengthened the experience of transitioning from the Harborwalk along the courthouse to the Harborwalk downtown because it actually connected the two. The Moakley bridge, by comparison features points of connection not at the Harborwalk levels or entry points, but takes it's route directly from the need to move cars into the Seaport, and out onto the on-ramp for I-93.</p> <p>I fear that if the new bridge would be for full vehicular use, depending on it's alignment, many vehicles would disobey traffic laws to try to get onto the ramp. There is also the well established fact that more roads do not actually decrease traffic, and based on the single lane nature of Northern Ave, would not provide much mitigation for the traffic that is currently experienced getting in and out of the Seaport.</p>	email to project inbox

10-29-18_2	<p>We are the Chairs of Harbor Towers I & II Condominium Trust and write on behalf of the 1200 residents and unit owners who live at Harbor Towers. It has come to our attention that the first community meeting about the Northern Avenue Bridge is being scheduled for late November and we are looking forward to participating.</p> <p>We ask that the community meeting be held in the Downtown Waterfront Area, where the Northern Avenue Bridge meets Downtown Boston at a date and time that do not conflict with Boston Harbor Now's annual celebration.</p> <p>The participation of the Wharf District community is important to discussion about the future of the Northern Avenue Bridge because our neighborhood will be tremendously impacted by additional vehicular traffic heading onto Atlantic Avenue. We want to understand the potential impacts and how to mitigate them. We understand that there are three traffic options under consideration for the Northern Avenue Bridge: (1) bikes and pedestrians only; (2) bikes, pedestrians and high occupancy vehicles ("HOV"); and (3) all traffic. In Options 2 and 3, vehicular traffic flows westbound onto Atlantic Avenue. The second option would result in routing all shuttle buses over the Northern Avenue Bridge and then northbound on Atlantic Avenue. Kindly convene the meeting at a date, time and location so that our community can attend. November 27 at the Boston Convention Center is remote and conflicts with the BHN event. Thank you.</p>	email to Chris Osgood
10-29-18_1	<p>I am writing on behalf of the 400+ residents, unit owners, business entities, and employees who live, work, and do business at the Intercontinental Hotel and Residences on Atlantic Avenue. It has come to our attention that the first community meeting about the Northern Avenue Bridge is being scheduled for late November, and we are looking forward to participating.</p> <p>We ask that the community meeting be held in the Downtown Waterfront Area, where the Northern Avenue Bridge meets Downtown Boston at a date and time that do not conflict with Boston Harbor Now's annual celebration.</p> <p>The participation of the Wharf District community is important to the discussion about the future of the Northern Avenue Bridge because our neighborhood will be tremendously impacted by additional vehicular traffic heading onto Atlantic Avenue. We want to understand the potential impacts and how to mitigate them. We understand that there are three traffic options under consideration for the Northern Avenue Bridge: (1) bikes and pedestrians only; (2) bikes, pedestrians and high occupancy vehicles ("HOV"); and (3) all traffic. In Options 2 and 3 vehicular traffic flows westbound onto Atlantic Avenue. The second option would result in routing all shuttle buses over the Northern Avenue Bridge and then northbound on Atlantic Avenue. Kindly convene the meeting at a date, time and location so that our community can attend. November 27 at the Boston Convention Center is remote and conflicts with the</p>	email to Chris Osgood
10-25-18_1	<p>Please incorporate these Comments in the Northern Ave Bridge Task Force discussion. *attached PDF*</p> <p>Thank you.</p>	email to project inbox
10-24-18_1	<p>This photo almost guarantees a positive outcome for the work you have going on</p>	email to project inbox
10-18-18_1	<p>I've spent some time reviewing the summary memo and data (really interpreted data and opinion with no published methodology) and the full report that is provided in the documentation portion of this site and I have a number of questions that I'm hoping you can answer for me. First, I thought that the City of Boston was looking to reduce the dependence on personal motor vehicles in the Seaport area by limiting parking options - this project to build a ped/bike/car bridge seems to conflict as if you control available parking you should be able to manage traffic during peak hours - can you please explain how this bridge project aligns to this effort? Second, if you feel that an additional ped/bike bridge less than 50 yards will somehow improve connectivity between the Seaport and the Financial District why is that not a recommended option? Building another ped/bike bridge so close to the Seaport bridge seems like a solution searching for a problem. Seaport bridge suffers from poor traffic flow because it isn't clear which lane does what on the west side, leading to vehicles in the far right lane trying to turn onto 93N vs Atlantic as well as traffic blocking the intersection (quick traffic light series as well as 93S congestion). If you could ease congestion from Seaport to Atlantic by marking the right lane clearly for turning onto Atlantic it would improve traffic flow. Third, the costs associated with enabling vehicles to cross the proposed Northern ave bridge (that again seems to be at odds with the limited parking initiative in the Seaport) would provide diminishing returns - and now your congestion point will be the quick series of traffic lights on Atlantic Ave, a high pedestrian traffic street at peak commute times. Lastly, Millennials, the demographic that will most likely be contributing to much of the increased workforce in the Seaport, don't drive vehicles to the same extent as preceding generations and would prefer that money is spent on improving public transportation options. I couldn't find any projections of vehicle usage that include generational variation and preference (I might have missed it), but your projections have vehicles as the primary mode of commuting to the Seaport in 2035, which given the generational makeup of those commuting into the Seaport at that time seems strongly skewed toward current dynamics.</p> <p>I look forward to reading your answers and comments regarding my questions. In addition, can you please let me know how I and my Amazon colleagues in the Seaport can learn more about the underlying data driving the project and provide our thoughts/concerns as this project will impact our new office on Seaport.</p> <p>Thanks,</p>	email to project inbox
10-12-18_1	<p>Hi,</p> <p>Could you please add me to the email list for this as well? I work with Kathy Abbott and can help in making sure she attend these meetings. Unfortunately, Kathy is unable to attend this meeting due to a conflict I am unable to move around. Alice Brown will be attending in Kathy's stead for this meeting.</p> <p>Thank you,</p>	email to project inbox
9-19-18_1	<p>Dear Rick,</p> <p>I adore Boston and am devoted to its harbor. Thirty years ago I put a deposit on Neptune Lobster & Seafood Co. on Fort Point Channel and simultaneously, I put a deposit on a waterfront site on the North Shore. I had hopes of initiating a high speed water transportation alternative to wheels and track. I relied on a promise the City made to Congress in 1982 regarding the old and new Northern Avenue bridges. The new bridge is a replacement bridge not an additional bridge. After completion of the new Northern Avenue bridge, the old bridge was to be retired and not interfere with navigation. (I suggest that at least one person on the task force read the bill that Joe Moakley sponsored--its available at the BPL)</p> <p>The danger is that the waterfront becomes homogenized and loses its basic vitality of constant change and activity. The Boston Municipal Harbor plan is faithfulness to an active waterfront. As has been demonstrated worldwide, working boats and water transportation generates an active edge. We are incrementally losing the working waterfront, the only historic, authentic and responsible use of that edge. Water transportation and commercial boat access are a primary and responsible means to ensuring permanent and genuine harbor activity. I quote from John Bullard: "WORKING CONNECTIONS--these are uses near the highest end of the hierarchy. They are dependent on water not enhanced by it...public accessibility is a plus, but working uses give the waterfront dignity and purpose".</p> <p>All the indicators show rising water transport use. Let's not foreclose on that trend.</p> <p>I quote from a Boston Herald editorial: "One reason that nobody ever wrote a line about ferryboat rage because nobody ever heard of such a thing. There's something about a water journey that generates emotional poise and serenity of spirit, regardless of whether the end of the journey brings a vacation on an island or another working day in the salt mines."</p> <p>Every time they fix a span over Fort Point Channel the basin behind it dies. There is, in this basin, a potential for 1500' linear fee of dockage devoted to water transit vessels. The close proximity to South Station, the Silver Line, and ten minutes to the airport mandates the basin be used as a part of the greater transportation system. There needs to be a cognizant distinction between water-enhanced and water dependent uses. Navigation is prime.</p> <p>Sincerely,</p>	email to Rick Dimino
9-20-18_1	<p>Thank you -- I hope your team remembers pedestrians instead of cars!!</p> <p>A fan of greenery & breathable air,</p>	email to project inbox

9-19-18_1	<p>Dear Rick,</p> <p>I adore Boston and am devoted to its harbor. Thirty years ago I put a deposit on Neptune Lobster & Seafood Co. on Fort Point Channel and simultaneously, I put a deposit on a waterfront site on the North Shore. I had hopes of initiating a high speed water transportation alternative to wheels and track. I relied on a promise the City made to Congress in 1982 regarding the old and new Northern Avenue bridges. The new bridge is a replacement bridge not an additional bridge. After completion of the new Northern Avenue bridge, the old bridge was to be retired and not interfere with navigation. (I suggest that at least one person on the task force read the bill that Joe Moakley sponsored--its available at the BPL)</p> <p>The danger is that the waterfront becomes homogenized and loses its basic vitality of constant change and activity. The Boston Municipal Harbor plan is faithfulness to an active waterfront. As has been demonstrated worldwide, working boats and water transportation generates an active edge. We are incrementally losing the working waterfront, the only historic, authentic and responsible use of that edge. Water transportation and commercial boat access are a primary and responsible means to ensuring permanent and genuine harbor activity. I quote from John Bullard: "WORKING CONNECTIONS--these are uses near the highest end of the hierarchy. They are dependent on water not enhanced by it...public accessibility is a plus, but working uses give the waterfront dignity and purpose".</p> <p>All the indicators show rising water transport use. Let's not foreclose on that trend.</p> <p>I quote from a Boston Herald editorial: "One reason that nobody ever wrote a line about ferryboat rage because nobody ever heard of such a thing. There's something about a water journey that generates emotional poise and serenity of spirit, regardless of whether the end of the journey brings a vacation on an island or another working day in the salt mines." Every time they fix a span over Fort Point Channel the basin behind it dies. There is, in this basin, a potential for 1500' linear fee of dockage devoted to water transit vessels. The close proximity to South Station, the Silver Line, and ten minutes to the airport mandates the basin be used as a part of the greater transportation system. There needs to be a cognizant distinction between water-enhanced and water dependent uses. Navigation is prime.</p>	email to Rick Dimino
9-13-18_1	<p>I'm just a resident of Boston (Brighton) and enjoy many of the changes happening around the city. I wanted to encourage the idea of a pedestrian/bicycle only design. I think the city needs more community centered spaces where people can safely gather to enjoy the city and one another. I do also appreciate the history here and understand the desire to preserve aspects of the current bridge. But I am SURE there is a way to creatively do both. Even if the old steel is turned into benches or incorporated into art. Also, having at least some areas that are covered would allow for that vibrancy to continue even in our harsher weather months. We need more reasons to get out and enjoy the city at those times. That's what I think anyway :-).</p> <p>Best of luck,</p>	online form submission
9-6-18_1	New Northern Ave Bridge is a "replacement" not an "additional bridge"	online form submission
8-15-18_1	sent graphic	email to Chris Osgood
8-13-18_1	<p>Hello,</p> <p>My name is ----- and I'm a reporter with NBC Boston. I'm working on a story today about the Northern Avenue Bridge and wondering if there's someone on the task force who could speak with me about it. Please let me know either way what might be possible as we plan on running this story in our early evening newscast. My cell is-----</p> <p>Thanks in advance,</p>	email to project inbox
8-2-18_1	I love the Northern Ave Bridge, and miss walking over from the North End waterfront area into the Seaport. I look forward to having this bridge back as part of the pedestrian access to the beautiful seaport area.	online form submission
7-30-18_1	<p>Dear Mr. Osgood:</p> <p>I greatly appreciated the clarity and transparency of your briefings on the Old Northern Avenue Bridge proposal at the March and July meetings of the Fort Point Neighborhood Association. You certainly give local government a good name.</p> <p>In keeping with the task force's objectives of honoring the historic importance of the bridge and making it a destination venue, I hope planners will consider design option_s that would allow sound & light shows at the bridge site. I realize that this suggestion may be getting ahead of the planning process. But, I think, that it would be evocative for visitors to see, through the medium of sound & light shows, the history of Boston harbor, including perhaps a spectral procession of ships that have, over the centuries, entered the harbor.</p> <p>Thank you for your leadership and for your dialogue with Fort Point residents on the Old Northern Avenue Bridge proposal. Best wishes for success in bringing the project to fruition.</p>	email to project inbox
7-26-18_1	<p>Greetings! I have lived & worked in Fort Point since 1987 & LOVE the Northern AvenurBridge & was enchanted by having it as pedestrian only. PLEASE STOP PRIVILEGING CARS OVER PEOPLE! Make beautiful places for us to walk & bike! Please protect our air quality & lower the noise level of the city by making ONE BRIDGE for walking/bikes only. Please also add a surface bus. We need more public transit. This will discourage cars. ALSO - more green planting to encourage SLOWING DOWN. Thank you from a T card carrying non-car owner who walks to takes the T all over town!</p>	online form submission
7-19-18_3	<p>I attended last night community event in the Seaport where first design ideas were shared. Many neighborhood residents shared their concerns mostly based on their personal interest and preferences. Especially the Harbor Tower people typically are against anything that affects their view, the traffic pattern in front of their buildings, etc.</p> <p>I am sure you put the long-term functionality, purpose, and impact of such a project over personal interests, especially as most of the meeting attendees will be long gone when the bridge still has to serve its purpose for many years to come. It is an investment in the future of the Seaport District.</p> <p>During a show of hands last night I did vote for a pedestrian/bicycle use only. Primarily because I can't see how using it for regular car traffic might get integrated into the existing Atlantic Avenue / I93 traffic pattern. I guess the traffic study to be revealed in the future will bring some clarification.</p> <p>I used to live in Portland OR and love the Tilikum Crossing Bridge also called the Bridge of the People: https://en.wikipedia.org/wiki/Tilikum_Crossing. Although it is a much larger scale, it offers pedestrian, bicycle and public transportation passage only.</p> <p>The placemaking opportunities presented during the meeting sound wonderful!</p> <p>Looking forward to the next steps,</p>	online form submission
7-19-18_2	<p>Thank you for attending the FPNA meeting last night. Three points...</p> <ol style="list-style-type: none"> 1-the option for vehicular traffic needs real data that supports the need, not opinions. A lot of pressure from business will be applied to "fix" the traffic problem. Data is needed to understand the problem so meaningful decisions can be made to adjust traffic flow, now and for the future. This of course includes ratified assumptions on adjustments of the flow including the use of the haul road, expanded public transportation options and controls on ride hailing traffic (lyft / uber) 2-design options need to have a non vehicular choice(s) 3-if the current and future budget is in fact a challenge, where is the option to use the funding available and just get rid of the bridge and not replace it 	online form submission
7-19-18_1	<p>I firmly believe that the new bridge should be a destination space with only peds/bikes allowed. It would be a shortsighted folly to permit vehicles to use this roadway, as it is really a road to and from no where. Most of the vehicles exiting the Seaport are heading for 93 north and there is no entrance for many blocks and thru many intersections, as well as the major ped crossing at the Harbor Islands visitors center.</p> <p>Government should be discouraging single occupancy car travel, not encouraging it. Should the span be designed as fixed, the necessary height would require approaches much further back from where they are now.</p> <p>This could be a signature feature along a missing link of the Harborwalk.</p> <p>I look forward to attending meetings to express my opinions.</p>	online form submission
7-17-18_1	<p>Thanks for the website... looks good. Please publish the traffic study and data cited by A Better City at the June 28th Task Force meeting, upon which a recommendation for peak directional vehicular traffic was made by ABC in the South Boston Sustainable Transportation Plan of 2015, and upon which the Task Force was informed by ABC that support for limited vehicular access on the bridge is now predicated. I have reviewed the SBW Transpo Plan of 2015 and all support documents including the Technical Appendix. The bridge is excluded from the study area in all published data sets accompanying the SBW Transpo Plan of 2015. If the study and data can't be published on the website, please e-mail it to me and I'll try to distribute it to others for independent analysis. Thank you,</p>	online form submission