



**SIERRA CLUB**  
MASSACHUSETTS

July 10, 2017

Mr. Josh Weiland  
Boston Planning & Redevelopment Agency  
One City Hall Square  
Boston, MA 02201

Dear Mr. Weiland:

Thank you for inviting us to comment on the North Station Area Mobility Action Plan. Over the past year I have attended many of your public meetings and workshops as a representative of the Massachusetts Sierra Club, commenting on your proposals and making suggestions as I felt appropriate.

Most of the betterments discussed in the Action Plan are City-initiated projects designed to enhance the quality of life for residents and visitors in the neighborhoods bounded by the Charles River, North Washington, New Sudbury and Cambridge Streets. These include: roadway reconstruction incorporating protected bicycle lanes, new and retimed traffic signals, redesigning intersections, reexamining existing one-way street patterns, creating bus priority lanes, relocating truck and bus loading zones, enhancing the pedestrian environment, and reconfiguring on-street parking.

The items in this matrix aim to provide incremental improvements for motorists, transit users, bicycle riders and pedestrians traveling within and through the northwest quadrant of downtown Boston. Together they aspire to be more than the sum of its parts, significantly enhancing the experience of everyone.

Unfortunately, the Action Plan makes only perfunctory mention of several potential projects, small and large, that have been conceived by outside agencies and would also have major impact on the study area:

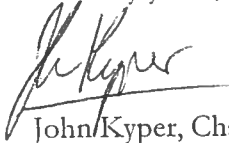
The South Bank Bridge over the railroad tracks by North Station would connect the Charles River Esplanade to the Boston Harbor Walk, likely diverting many bicyclists and pedestrians away from neighborhood streets and along the periphery of the study area. A connecting path over a new rail drawbridge would allow additional access to Charlestown and to North Point in Cambridge. A proposed ferry from Lovejoy Wharf could provide some relief for commuters between North Station and the Seaport District.

The most significant of these projects is of course the North-South Rail Link, which would immeasurably expedite the journeys of many commuters and long-distance travelers arriving at North Station. The Rail link would relieve thousands of passengers from the burden of having to change transportation modes here, taking pressure off our overburdened subway system and the surrounding streets. Constructing this project would give these riders direct access to South Station, a proposed Central Station, and points south—providing better connections to many areas including the Seaport and obviating the need for many of the buses that congest the neighborhood during rush hours.

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It is indeed unfortunate that the Boston Planning & Development Agency did not give more attention to the potential of the North-South Rail Link for ameliorating a major portion of the congestion and gridlock afflicting the North Station area.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "John Kyper". The signature is written in dark ink and is positioned above the printed name.

John/Kyper, Chair  
North-South Rail Link Subcommittee