



Boots, Bikes & Buses

The Northern Avenue Bridge restored is the fastest way to relieve the traffic burden to the Seaport District. Make a quickly restored bridge about buses, bikes and boots since they are the future drivers.

Biking into the Seaport is due to grow by 122%. Auto traffic during the same period is due to grow by only 27%.
Walking Into the Seaport is due to grow by 123% - Auto traffic during the same period is due to grow by only 27%.
Statistic Source: A Better City & VHB's report: South Boston Waterfront Sustainable Transportation Plan, January 2015.



The Silver Line is at 120% capacity during rush hours. Transit Riding into the Seaport is due to grow by 64%. Auto traffic during the same period is due to grow by only 27%.

The Northern Avenue Bridge restored is the fastest way to relieve the traffic burden to the Seaport District. Make a quickly restored bridge about buses, bikes and boots since they are the future drivers.



Longboats - Rowboats - Dragon Boats

The bridge sits in the most accessible part of the city where access to the water is most inaccessible. Unless a person owns a boat - or knows someone with one – it's nearly impossible to enjoy Boston Harbor's salty waters on your own in a boat. The Harbor Walk allows you to enjoy views of the Boston Harbor but boating in the harbor remains a privilege.

**- LET THE BRIDGE SWING -
EVERYONE WINS**



Sustainability - Sustainability - Sustainability

Restoring the bridge is the only environmentally correct solution. Building a new bridge requires years of environmental reviews by the US Army Corps of Engineers and the EPA and DEP since federal and state monies have already been spent on the bridge. The most accelerated schedule for delivering a functioning bridge - by years - is restoring the bridge.



Private - Private - Private

Rebuild the former bridge tender's house and lease it. Funds generated by a private enterprise's payments will offset the costs of maintenance and operations.

The Tea Party Museum on the Congress Street bridge, run by the profitable Old Town Trolley Company, is an example of a public-private partnership. Attaching a 1700s looking building with fake tea party ships onto the 1929 bridge has allowed a private company to profit from a concession given to it by the government. This could and should be allowed inside the Northern Avenue Bridge's bridge tender house.



Local Jobs - Local Jobs - Local Jobs

Restoring the bridge keeps all of the jobs in Boston: Laborers, carpenters, painters, engineering operators, pile drivers, iron workers, electricians, bricklayers, marine divers, teamsters, tug boat operators, bridge tenders. Let the restoration of the bridge be a showcase for labor - a recruiting event for the Building Trades.

Destroying the bridge means a new one is built at the lowest possible cost by underpaid labor from outside the Boston, outside of Massachusetts - even outside of the United States. A prefabricated structure is then floated into place - bolted to bridge piers - using a fraction of the workforce it would take to restore the bridge.



Public - Public - Public

Bring back the Fireboat house and its fireboat dock, that was built on the Northern Avenue Bridge in 1912 (it fell into harbor in 1960s). Turn the rebuilt Fireboat house into a public boat house for city citizens. Give everyone in the city an equal chance to "put into" the water, decompress, experience their city from a magical vantage point - on the water.