massDOT
Massachusetts Department of Transportation
Highway Division

I-90 Allston Multimodal Project, Boston, MA

Notice of Project Change

INTERSTATE 90
ALLSTON
INTERCHANGE

Appendix C | Responses to Comments Received on the DEIR

ID	Issue 1	Issue 2	Comment Excerpt	Response
MEPA DEIR Certificate- See Separate List				
DCR Stewardship Council 2/9/18				
DCR SC-1	Traffic	Speed/design	Strive to improve the present character of SFR by allowing for slower speeds and implementing road features more consistent with a parkway.	The design of the segment of SFR to be realigned will comply with the latest DCR design guidelines and the design will be reviewed by the DCR.
DCR SC-2	Open Space & Rec	Creation/access	unique opportunity to create new parkland, improve bicycle and pedestrian access and use, and improve the public's access to and use of the Charles River Reservation.	See Response to Frequent Comment OS-1 in Appendix B of the NPC.
DCR SC-3	Open Space & Rec	Management Plan	Stewardship Council looks forward to reviewing a management plan for these facilities that is consistent with these aspirations.	MassDOT will continue to work with DCR.
DCR Commissioner Roy 2/9/18				
DCR ROY-0	Open Space & Rec	Parkland Expansion	rare opportunity to create new parkland, improve bicycle and pedestrian accommodation, and transform and underutilized section of Boston to enhance the public's enjoyment of the Charles River Reservation.	See Response to Frequent Comment OS-1.
DCR ROY-1	Open Space & Rec	Parkland Expansion	Department wonders if there could be additional opportunities to expand the separation between the bike path and SFR while still meeting the various design goals of the I-90 corridor and the railroad lines. In preparing the FEIR, DCR requests that the Proponent evaluate additional opportunities to improve park users' experience through widened buffers between SFR and the PDW Path with the addition of plantings and landscaping.	See Response to Frequent Comment OS-1.
DCR ROY-2	Stormwater	Design	DCR requests that the Proponent demonstrate how the infiltration swale will be incorporated into the park design so it remains useable open space.	The infiltration swale will have a mowable grass surface integral with the open space parkland around it and although it will be graded slightly lower than adjacent land, the graded transition will be gentle. Stormwater enters the infiltration swale only when there is rainfall. As long as the surface is regularly mowed and maintained and not left to overgrow, the lawn appearance will remain unchanged.
DCR ROY-3	Streets	Design	All three sub-alternatives for the "Throat" section, would remove an existing vehicular off-ramp from the westbound Soldiers Field Road lane and incorporate the PDW Path in this section, as it approaches Cambridge Street and the River Street Bridge. DCR believes this component will enhance convenience, safety, and user experience for bike/ped for this intersection as it will eliminates conflict w/ right-turning vehicles that currently exists with the SFR WB off-ramp. DCR believes this design feature is beneficial and should be incorporated.	See Response to Frequent Comment TF-2. A modified version of the existing westbound off-ramp will be retained in the 3L Re-alignment Alternative because of concerns expressed by residents and the City of Cambridge regarding the removal of the ramp.
DCR ROY-4	Ped/bike	HV Alt.	"3K-AMP" alternative is shown to provide an additional pedestrian and bicycle linkage on a reconstructed GJR bridge over SFR. DCR requests that the Proponent consider incorporating these features into the "3K-HV" alternative.	The Project scope for the 3L-Modified Highway Viaduct (formerly 3K-HV) alternative has not included the GJR bridge replacement.
DCR ROY-5	Highway	Operations	Department notes there could be operational challenges including stormwater and snow removal that arise from having the eastbound and westbound lanes at differing grades.	3K-ABC has been replaced with the Modified At-Grade Throat Area option. The Modified At-Grade option places eastbound and westbound SFR lanes at the same grade. See Sections 2.2.2.2 and 2.3.17 of the NPC for further discussion of design options for the Throat Area and stormwater management, respectively.
DCR ROY-6	Streets	Median barriers	DCR notes that the inclusion of Jersey barriers within the median could be inconsistent with the desired character of SFR.	Modified At-Grade option refinements include replacing 3K-ABC concrete median with double faced steel guardrail to be consistent with desired character of SFR.
DCR ROY-7	Streets	Design	DCR concurs with the DEIR that ten foot travel lanes in SFR, currently shown in the 3K-AMP and 3K-ABC alternatives, are less desirable than the 11-foot travel lanes included in the 3K-HV alternative.	Current widths of SFR for all alternatives currently under consideration are provided in Section 2.2.2.2 of the NPC. The design of the segment of SFR to be reconstructed will continue to be evaluated for consistency with DCR parkway guidance.
DCR ROY-8	Highway/Noise	Design	DCR requests the Proponent articulate the benefit from a noise-control perspective of grade-separating the eastbound and westbound lanes of SFR.	3K-ABC has been replaced with the Modified At-Grade Throat Area option. The Modified At-Grade option places eastbound and westbound SFR lanes at the same grade. See response to NO-1. Section 2.3.11 summarizes the results of a preliminary noise and vibration analysis, and additional noise analysis will be included in the SDEIR.
DCR ROY-9	Highway	Operations	DCR is also concerned with the potential overhang of an I-90 viaduct, as shown in Figure 3.3.2, which would pose operational difficulties for DCR in managing SFR.	Structures over a highway intercept precipitation which will be collected in a system on the overhead structure, but the structure will drip precipitation to some small degree from its edges to the surfaces below which cannot be avoided. To prevent trash or any objects entering SFR from the overhead structure anti-missile fence can be installed at the edge of structure.

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DCR ROY-10	OHM	MCP	DCR requests the Proponent demonstrate how all lands that are proposed to be conveyed to DCR for parkland purposes, including a realigned SFR, will be properly remediated to meet appropriate MassDEP standards under the MCP, for the proposed use.	The Design-Build specifications will include provisions that soils disturbed by construction will be tested for contaminants to the concentrations defined in the MCP and if required such soils will be disposed at the appropriate licensed facility. In addition, in the area of proposed parkland it is possible that MassDOT's acquisition of the land may be encumbered by a deed restriction that may limit uses of the acquired land. Such restrictions are typically addressed by removing the top 3 feet of existing soil and placing clean fill as defined for the proposed land use to at least the same depth.
Elected Officials - State/City Legislators -EO-2: DiDominico, Brownsberger, Honan, Moran, Ciommo 01/18/18				
EO2-1	West Station	Funding	We believe that Harvard should pay more than 1/3 of the cost and instead follow the example that New Balance se at Boston Landing by covering almost the entire cost of the station construction..... Boston University with a $1.9B endowment is also willing to partner with the state and contribute approximately $8M for the construction of West Station	Finance plans are in development, and more details will be provided when they become available.
EO2-2	West Station	Ridership Projections	Projection basis – Need a more accurate representation of overall ridership in the area	See Response to Frequent Comment WS-1.
EO2-3	West Station	Timing	West Station needs to be included in Phase I	See Response to Frequent Comment WS-2.
EO2-4	Streets	connections	Exclusion and lack of bypass road for access to Pike to mitigate traffic on Cambridge Street and facilitate neighborhood access to the Charles River	See Response to Frequent Comment TF-1.
EO2-5	Construction	Mitigation	DEIR failed to include any Construction mitigation plans to lessen environmental impact on neighborhood	See Response to Frequent Comment MI-1. MassDOT is committed to work with the cities of Boston and Cambridge, and the affected neighborhoods, to develop a mitigation plan that addresses their concerns and that is also flexible enough to be responsive to unanticipated construction phase impacts. A draft mitigation plan will be described in the SDEIR.
Elected Officials - EO-6: Livingstone, Boncore 02/07/18				
EO6-1	Noise	Impacts	Project would create noise and potentially traffic impacts in Cambridgeport. MassDOT needs to consider these impacts and adequately mitigate them.	Construction Phase traffic mitigation measures will be described in the SDEIR. See Response to Frequent Comment NO-1.
EO6-2	Streets	Traffic Impacts	Negative impacts to Allston and Cambridgeport from noise; studies do not capture breaking (sic) trucks – need to look at peaks instead of averages; select design that minimizes sound – supports ABC -will produce least noise since traffic, (trains are not elevated to produce sound that will travel farther)	See Response to Frequent Comment NO-1.
EO6-3	Mitigation	Noise	MassDOT Fund Magazine Beach park plan as part of noise mitigation	See Response to Frequent Comment MI-1. Magazine Beach Park is currently being improved by DCR.
EO6-4	Rail	Connections	Unclear if 3K-HV allows for continuation of crossing (existing rail connection between prop. West Station, Kendall Sq and North Station). ensure that crossing continues and undeveloped land can be established for light rail or EMU connection regardless of selected design.	A description of the updated Modified Flip rail layout is included in Section 2.2.2.3, which allows for crossing in all Throat Area options. See Response to Frequent Comment RA-2.
EO6-5	Streets	Design	Opposes elimination of right turn from SFR to River Street. MassDOT has claimed that this choice is this right turn or additional parkland on the PDW Path. This is a false choice. It is driven in part by MassDOT's roadway design in which it proposed to expand lane widths and breakdown lanes for a short distance at the choke points. Creating inconsistent lane widths on the Turnpike is unsafe	See Response to Frequent Comment TF-2.
EO6-6	Traffic	Impacts/Mitigation	Need to thoroughly examine Cambridge related traffic impacts and appropriate mitigation both during and after construction, particularly on Western Ave and the Cambridgeport neighborhood streets.	See Response to Frequent Comment MI-1. Construction phase mitigation proposed by MassDOT will be described in the SDEIR. Long-term (post-construction) impacts along Western Avenue and in Cambridgeport will be related to development by Harvard in the BPY and ERC rather than by the reconfiguration of the interchange ramps by MassDOT. Appropriate mitigation for the traffic impacts associated with those land development projects will be determined through the permitting processes for those projects and are outside the responsibilities of MassDOT and this Project.
Elected Officials - EO-3 DiDomenico, Boncore, Livingstone, Connolly 01/24/18				
EO3-1	West Station	Timing	Do not delay construction: "We all represent Kendall Square, which would suffer a major loss of opportunity in transportation development by the delay of construction of West Station"	See Response to Frequent Comment WS-2

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EO3-2	West Station	Funding	Harvard and Boston University have already made commitments to pay for a portion of the cost of West Station itself. MIT, Cambridge, and private entities in Kendall Square have make similar commitments for improving mobility in Kendall Square and specifically for the GJ connection for light rail / peds / bikes. Harvard should pay the most since they have the most to gain w/ future buildout of area	Finance plans are in development, and will be provided as they become available.
Elected Officials - Michael E. Capuano-EO-4 House of Representatives 01/24/18				
EO4-1	Transit	Future Flexibility	Retain flexibility for future development & transportation upgrades – esp. public transit, ped/bike	See Response to Frequent Comment TR-1.
EO4-2	Transit	Modes	Design should include all transportation modes: ped/bike/rail/vehicle	See Response to Frequent Comment TR-1. Each of the streets within the proposed interchange grid system will provide facilities for pedestrians and bicyclists as well as for vehicular traffic. The design of the pedestrian and bicycle facilities will be consistent with the latest MassDOT and City of Boston Complete Streets Guidelines. A multi-modal West Station which will serve commuter rail and bus passengers will be constructed as part of this Project. The Project will also include a north-south connection between Cambridge Street/West Station and Commonwealth Avenue via Malvern Street that will be limited to use by transit vehicles, pedestrians and bicyclists.
EO4-3	Operation and Maintenance	Cost	As resources are not limitless, MassDOT should conduct this project with an eye towards a long-lasting product that will require the simplest and easiest operation and maintenance	Noted.
EO4-4	Open Space & Rec	Improve	Improve or at least hold harmless parkland and Charles River	See Response to Frequent Comment OS-1.
EO4-5	Infrastructure/ Climate Change	Design/Resiliency	Design must withstand harsh winter storms, extreme weather and rising water levels	See Section 2.3.19 of the NPC. A complete resiliency analysis will be included in the SDEIR.
EO4-6	West Station	Timing	Follow aggressive schedule	See Response to Frequent Comment WS-2.
Elected Officials - Cynthia S. Creem EO-5 02/07/18				
EO5-1	West Station	Timing	Construction should precede area buildout	See Response to Frequent Comment WS-2.
EO5-2	West Station	Design	Build out as transit hub for buses, commuter rail, ped/bike	A multi-modal West Station which will serve commuter rail and bus passengers will be constructed as part of this Project. The Project will also include a north-south connection between Cambridge Street/West Station and Commonwealth Avenue via Malvern Street that will be limited to use by transit vehicles, pedestrians and bicyclists. A concourse built above the rail facilities will support intermodality, including transit bus operations. See Response to Frequent Comment TR-1.
EO5-3	Ped/Bike	Access	Bike & ped across I-90 must include pathways and crossings for abutter communities of Brookline, Allston, Cambridge and must provide substantial and accessible entry points to CR parkland	A future north-south ped/bike crossing in the Agganis Way area is feasible for each Throat Area option as described in Frequent Comment TR-1. Other new crossings from BU/Brookline/Allston that enable connections to the CR are already proposed in the Project and these are located at the easterly and the westerly ends of the West Station platforms. See Response to Frequent Comment PB-1.
EO5-4	Streets	Access	Discard option that would open Malvern Street to through traffic	See Response to Frequent Comment TF-3.
Elected Officials - EO-7 Spilka and Eldridge 2/8/18				
EO7-1	Rail	Impacts	Project / construction must not compromise train service on Worcester Line	See Response to Frequent Comment WS-6.
EO7-2	Air Quality	Impacts/Mitigation	If public transportation limits options, more traffic on road will lead to increase air pollution, emissions and fuel use. Address disruptions and mitigate thoroughly	See Response to Frequent Comment AQ-2 and MI-1.
EO7-3	Transit/Rail	Long term benefits	Final option must take into consideration long term benefits to commuters on roads and rail after construction, while maximizing benefits for bike/ped and environment	See Response to Frequent Comment TR-1.
EO7-4	Rail	Connections	Possibility of connecting commuters on Worcester Line directly to hubs in Cambridge;	See Response to RA-2.
EO7-5	Ped/Bike	Access	ensure access to recreational opportunities on Charles River	See Response to Frequent Comment PB-1.
EO7-6	Cost	High priority	Cost considerations must be a high priority ,especially since tolls will be a significant source of revenue for the project. MetroWest drivers will be expected to pay a large share of the cost, yet bear the burden of a major disruption to their commutes.	See Response to Frequent Comment PC-1.
Elected Officials - EO-8 c/o Kahn, Walsh, Linsky, Peisch, Gentile, Keefe, Smizek, Balser, Roy, Hecht, Murray, Benson, O'Day, Eldridge, Moore, Spilka, Creem 2/8/18				

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EO8-1	Rail	Construction impacts	Three potential options to not take into account the full impact to the Worcester Line…. Unacceptable to reduce line to 1 track during construction. DEIR assumes that a single track bottleneck will be acceptable during construction and does not analyze the differences between proposals in that regard.	See Response to Frequent Comment WS-6. Full analysis of a single track operation within the Project Area will be reported in the SDEIR.
EO8-2	Rail	Impacts	At-grade results in minimal disruption to line during construction, 3K-HV requires several years of strangled, single track operation, address as major impact in final alternative decision	See Response to Frequent Comment WS-6. Full analysis of a single track operation within the Project Area will be reported in the SDEIR.
EO8-3	Transit	Projections	Revisit transit ridership	See Response to Frequent Comment WS-1.
EO8-4	Traffic/Air Quality	New construction	Traffic model to investigate 7 million sf new construction accounts for new connections and minimizes increase in congestion, otherwise, does not meet emission goals	The traffic modeling for the Project will be updated to better account for future transit improvements in the area, including West Station and a new north-south transit connection between Cambridge Street/West Station and Commonwealth Avenue. The transit-related results of the revised CTPS modeling will be described in the SDEIR. The air quality mesoscale analysis will be updated based on the revised traffic modeling analysis.
EO8-5	Cost	Considerations	Selected final alignment must be fiscally prudent	See Response to Frequent Comment PC-1.
EO8-6	Cost	Life cycle	DEIR does not account for life cycle costs for viaduct (existing has maintenance costs, new one will have costs to build and to maintain)	See Response to Frequent Comment PC-1.
EO8-7	Highway	Design preference	Support of at-grade alternative: least expense to construct, consider full life cycle cost for each alternative	See Response to Frequent Comment HA-1.
Elected Officials - EO-9 c/o Kahn, Walsh, Linsky, Peisch, Gentile, Keefe, Smizek, Balser, Roy, Hecht, Murray, Benson, O'Day, Eldridge, Moore, Spilka, Creem 2/20/18 – See Comments and Responses from Newton City Council NCC-1 through NCC-4 and NCC-8. **Michelle Wu - Boston City Councilor 02/05/18**				
MW-BCC-1	West Station	Timing	Two track service during phase 1	See Response to Frequent Comment WS-6.
MW-BCC-2	Highway	Design	Rebuild highway at-grade	See Response to Frequent Comment HA-1.
MW-BCC-3	Streets	Design	Reduce the number of lanes in urban grid street network for ped/bikes	See Response to Frequent Comment TF-4.
MW-BCC-4	Ped/Bike	Design	Study separate paths for biking and walking between River to BU bridges- consider boardwalk and use of fill- mitigate river impacts by restoring as living shoreline as part of or subsequent project	See Response to Frequent Comment PB-2.
MW-BCC-5	Ped	Location	Construct new footbridges near Agganis Way and Amory Street xing over highway & linking Comm Ave in Boston & Brookline to the Charles River parkland	See Responses to Frequent Comments PB-1, OS-1 and TR-1.
MW-BCC-6	Transit	Bus Routes	Introduce new n/s bus routes xing over highway connecting N. Allston & Comm Ave and by extension, Harvard Square and LMA	See Response to Frequent Comment TF-5.
MW-BCC-7	Rail	Design location Noise/ Vibration Air	Evaluate shifting rail away from abutting homes & create at-grade off road walk/bike path from Regina Pizza end of Harvard Ave to West Station and over the at-grade hwy to Charles River. Simple barrier wall insufficient mitigation on EJ for air, noise & vibration impacts.	See Response to Frequent Comments RA-1 and NO-1.
MW-BCC-8	Rail	GJR Upgrades	Study upgrades to GJR linking West Station, Kendall Sq. & N. Station; enhance GJ Bridge to become connection between CR Park in Cambridge and Boston	See Response to Frequent Comment RA-2.
MW-BCC-9	Rail	Train Service Frequency	Evaluate increasing off-peak commuter rail service between Worcester & Boston to obviate the need to build layover storage for idle trains in Allston	See Response to Frequent Comment RA-3.
MW-BCC-10	Streets	Bypass	Include bypass road for Pike access, proposed by BTD, to mitigate traffic on Cambridge St. and allow neighborhood to access Charles River.	See Response to Frequent Comment TF1.
DEP BOSTON - Ben Lynch Waterways 2/9/18				
DEP BOS-1	Chapter 91	Jurisdiction	The Department requests that the Proponent include all Filled Tidelands and Landlocked Tidelands (those areas of fill located more than 250'-0" from the water and entirely separated by a public way).	See Figure 2.3.12-2 of the NPC and Figures 5.12-4 to 5.12-6 in DEIR for overlay of Project Design on both Filled and Landlocked Tidelands.

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DEP BOS-2	Waterways	Impacts	[310 CMR 9.32(1)(a)3]Structures to accommodate public pedestrian access on flowed tidelands are allowed only when it is not reasonable to locate such structures above the current high water mark or within the footprint of existing pile-supported structures or pile-fields. In this case, it would appear that two of the Variations, 3K-HV and 3K-AMP, present reasonable alternatives. If MassDOT decides to consider Variation 3K-ABC in the FEIR, it should revise its design so as to have no impacts on the flowed tidelands of the Charles River.	See EEA-7 in Appendix A. See Section 2.3.12 of the NPC. The Project team has evaluated the extent to which an all at-grade design of the Throat can avoid or minimize impacts to flowed tidelands of the Charles River. That analysis determined an all at-grade Throat Area cannot be designed to meet the screening criteria (Section 2.1.3 of the NPC) established for the Project while completely avoiding all permanent impacts to the Charles River due to the space constraints of the Throat Area. However, the preliminary analysis described in this NPC has identified potential benefits associated with the Modified At-Grade option, such as improvements to I-90 geometry with flatter and straighter alignment, proposed bicycle and pedestrian improvements designed with user experience in mind and visual improvements for surrounding neighborhoods and users. See Section 2.3.12.2 for an updated discussion of Chapter 91 Jurisdiction and the Modified At-Grade option.
DEP NERO - Rachel Freed 2/9/18				
DEP NERO-1	Wetlands	Mitigation	stormwater culverts installation -it appears that these impacts may be unavoidable, but restoration through grading, plantings and other mitigation should be proposed as part of permitting.	Enhancement and restoration of the Charles River shoreline is included as part of the Project. This plan will include treatment of the areas adjacent to any proposed outfalls. It should be noted that the Project will greatly reduce the number of outfalls in the river.
DEP NERO-2	Wetlands	WPA performance standards	A design with supporting information to show that the required volume of compensatory flood storage is being provided will be required if Alternative ABC is selected along with appropriate mitigation for the alteration of the other wetland resource areas.	See EEA-7 in Appendix A. MassDOT has publicly announced it will focus on advancing the Modified At-Grade design for the I-90 Allston Multimodal Project which comes after significant stakeholder engagement as well as input and support from elected officials and the Project Task Force. MassDOT acknowledges that any adverse impacts to Bordering Land Subject to Flooding and other state wetland resources areas will require compensatory mitigation.
DEP NERO-3	Wetlands	WPA performance standards	Alternative ABC has the most significant permanent and temporary impacts to wetland resource areas. Through an alternatives analysis under the Wetlands Regulations, this alternative would be unlikely to be permitted due to the availability of alternatives with fewer impacts.	See EEA-7 in Appendix A. See Section 2.3.12 of this NPC. MassDOT has publicly announced it will focus on advancing the Modified At-Grade design for the I-90 Allston Multimodal Project which comes after significant stakeholder engagement as well as input and support from elected officials and the Project Task Force. While the Modified At-Grade option results in impacts to wetland resource areas, the preliminary analysis described in this NPC has also identified benefits associated with the Modified At-Grade option, such as improvements to I-90 geometry with flatter and straighter alignment, proposed bicycle and pedestrian improvements designed with user experience in mind and visual improvements for surrounding neighborhoods and users. Further, based on the preliminary analysis described in the NPC, the Modified At-Grade best meets the Project's Purpose and Need as it would address existing roadway deficiencies while eliminating the perceived visual and physical barrier between Allston and lower Allston as well as provide superior pedestrian and bicycle user experience within the Project Area. If the Modified At-Grade is identified as the Preferred Alternative for the Throat, a complete alternatives analysis will be included in the state wetland permit applications.
DEP NERO-4	Stormwater	TMDL reduction	The design elements for phosphorus reduction are expected to also reduce nutrient loading, but few specific actions are proposed for nutrient control.	Source reduction of nutrients is achieved by implementing non-structural BMPs such as public education and outreach and good housekeeping in municipal operations in accordance with each owner's MS4 Permit and the six minimum control measures. In addition, post construction impervious cover within the Project limits will be less than existing impervious cover. Therefore, amount of nutrient loading will be less than existing.
DEP NERO-5	Stormwater	BMPs	Provide more detail on all of the stormwater controls that can be implemented on the site and their locations. This should include specific structural and non-structural elements, as well as maintenance practices that will be implemented and the assignment of responsibility for maintenance.	Details on specific stormwater controls and maintenance practices will be included in the SDEIR.
DEP NERO-6	OHM	Asbestos handling	Ensure that all asbestos containing waste material (ACWM) from any asbestos abatement activity is properly stored and disposed of at a landfill approved to accept such material in accordance with 310 CMR 7.15(17).	All asbestos abatement required for building demolition will be conducted per 310 CMR 7.15, and all containing waste material (ACWM) generated through that process will be stored and disposed of per 310 CMR 7.15(17).
DEP NERO-7	OHM	Site Assignment	The DEIR indicates that if the Project activity requires a Site Assignment, they would seek a Site Assignment as required. MassDEP recommends that the FEIR should reflect whether any part of the Project will trigger such a requirement and, if so, provide further details.	The Project does not currently anticipate the need for a Site Assignment for solid waste in accordance with 310 CMR 16.000. Should this change prior to final FEIR development, relevant solid waste information will be included in the FEIR.

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DEP NERO-8	OHM	Materials mgmt. plan	Proponent may wish to develop a construction and demolition materials management plan for inclusion in the bid document(s) for contractors at the site.	A requirement for a construction and demolition materials management plan meeting the requirements of 310 CMR 16., 310 CMR 19, 310 CMR 30, 310 CMR 7.15, and 310 CMR 40.0000 as warranted will be included in the design documents. The plan will be a contractor submittal that will meet the performance standards of the design documents and the applicable regulations.
DEP NERO-9	OHM/Air Quality	Meeting w/ DEP	Pre-application meetings with NERO staff to discuss the Air Quality, Asbestos and Solid Waste aspects of the Project are encouraged.	The Proponent will contact MassDEP to discuss Air Quality, Asbestos, and Solid Waste prior to preparing and submitting the relevant MassDEP applications. Prior to the start of the construction and demolition work, MassDOT and its contractors will meet with MassDEP NERO to determine the applicable air quality, asbestos and solid waste permits and certifications that will be needed.
DEP-NERO-10	OHM	Permanent solution Statements	MassDEP has not audited the vast majority of these Permanent Solution Statements, and suggests that an appropriate level of review and due diligence be used when determining potential or known areas of contamination and response actions needed to manage contaminated media prior to implementing the proposed activities of the Project	MassDOT will incorporate its review of regulatory status of known OHM releases in the Project Area into documents made available to contractors. This review summarizes key issues on the known MCP Disposal Sites. The contract will require development of a materials management plan, a component of which be compliance with relevant handling and disposal requirements of 310 CMR 30 and 310 CMR 40.0000.
MassDOER 2/12/18				
MADOER -1	Air Quality GHG	Solar	Investigate use of PV brise soleil providing solar at West Station (provides solar PV, eliminating emissions, and shading to station users.	MassDOT will continue to study the use of PV brise soleil as the West Station design moves from conceptual to final design.
City of Boston – 2/13/18				
COBOS-1 COBOS-2	Streets Traffic	Design Signals	Reduce the Roadway Widths (Number of lanes and overall width) concerned that the street network as contained in the DEIR, has numerous closely spaced signalized intersections-> challenge to effectively managing traffic which may result in excess lanes in the cross-section	See Response to Frequent Comment TF-4. Since the DEIR changes have been made to the proposed street network for the 3L Re-alignment Alternative that will reduce the number of “short blocks” in the Project; specifically: ● The intersection of Cambridge Street South and Stadium Way has been eliminated and replaced with grade separation. ● The West Connector has been removed to eliminate two short blocks on Cambridge Street South and Cambridge Street. ● The proposed North Connector has been removed from the Project thereby removing the short blocks on East Drive, Cattle Drive and Stadium Way north of Cambridge Street.
COBOS-3	Streets	Design	Urge MassDOT to continue to review, analyze and appropriately adjust the roadway network as the environmental and design processes continue. Specifically, we urge MassDOT to consider street segment changes that may lengthen some of the short blocks. This may also create an opportunity to convert some additional roadway segments to one-way….allow excess or redundant lanes to be eliminated	See response to COBOS-2.
COBOS-4	Transit	Design	Reserve Space for Future Bus and Bike Facilities	See Response to Frequently Received Comment TR-1. The street network proposed by MassDOT will include bicycle facilities on each street. The City of Boston could designate bus lanes in streets that it will control after construction is completed (Cambridge Street South and northerly), if so desired. Reserving space for future bicycle or bus facilities outside the currently proposed cross-sections/right-of-way is an issue for the City to negotiate with the landowner during the City’s permitting processes for the redevelopment of the BPY.
COBOS-5	Streets	Design	Include the Cambridge Street Bypass Road in the Phase I Design	See Response to Frequent Comment TF-1.
COBOS-6	Traffic	Signals	Require Adaptive Signal Technology	MassDOT is committed to working with the Boston Transportation Department to design the best signal system possible for the proposed street grid, including incorporating Adaptive Signal Technology into the Project’s design.

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COBOS-7	Traffic	Analysis	Analyze North Harvard Street -connection of the proposed new Cambridge Street South to North Harvard Street could cause increased congestion on the portion of North Harvard Street north of Cambridge Street.	The segment of North Harvard Street north of Cambridge Street did not see an increase in traffic in the DEIR analysis because a significant portion of the future north-south traffic demands were projected to shift from North Harvard Street to the Stadium Way and Cattle Drive corridors. This shift was predicted because of the quicker travel times and more direct connections to I-90 ramps and to the BPY redevelopment parcels offered by these corridors as compared to the North Harvard Street corridor. It is expected that the CTPS modeling for the SDEIR will also reflect a similar reorientation of traffic demands in the future. This will be evaluated as part of the SDEIR traffic analysis. MassDOT is committed to working with the City of Boston to protect the residential community adjacent to Cambridge Street both during and after construction. The City has already implemented effective measures to prevent cut-through traffic in this neighborhood; such as cul-de-sacing Sorrento and Hooker Streets and making Hopedale Street one-way eastbound. No changes are proposed for these streets, consequently, the effectiveness of the previous traffic circulation changes will not be diminished. Additionally, as currently proposed, Windom Street would be cul-de-sac at its southern terminus so that there will not be a direct connection to Cambridge Street, which will prevent cut-through traffic on this street. Access to the Windom Street neighborhood will be provided via Amboy Street and the proposed signal at Seattle Street/Cambridge Street. See Response to Frequent Comment NO-1.
COBOS-8	Traffic	Impacts	Protection of Nearby Neighborhood Streets vulnerable to cut-through traffic. Protect the residents of Windom Street, Hopedale Street, Seattle Street and adjacent streets from such traffic.	
COBOS-9	Noise/Air Quality	Analysis	Noise Reduction and Air Quality-use of sound barrier walls and, where appropriate, vegetation barriers behind the sound walls.	
COBOS-10	Streets	Design	Use Medians to Create Pedestrian Refuges on Wide Streets-wherever possible, medians be integrated into crosswalks to create refuges for pedestrians in longer crosswalks.	Wherever possible the geometric and signal designs within the proposed street grid will provide for a safer and more desirable “single stage” pedestrian crossing rather than a “two-stage” crossing. In order to provide a safe refuge for pedestrians to complete a two-stage crossing, the median would need to be a minimum of 8 feet at the intersections. This would result in much wider cross-sections on Cambridge Street and Cambridge Street South, which is contrary to MassDOT’s goal to minimize roadway cross-sections.
COBOS-11	Streets	Design	Add Landscaped Aprons on Bridges over I-90 and Railyards-request that they be designed to include landscaped "aprons" consistent with the recommendation of the Placemaking Report.	MassDOT will consider widening bridges over I-90 to accommodate “hardscape” treatments to the extent feasible as the design advances.
COBOS-12	Transit	Design	Build dedicated multimodal path to Comm. Ave. in Phase I (Cambridge St -> Comm Ave)	See Response to Frequent Comment TF-5.
COBOS-13	Climate Change	Design	Use the City-Standard for Climate Change Evaluation (increase tree canopy, use porous or cool pavement)	Street trees and porous pavement will be included where feasible. MassDOT will collaborate with the City of Boston to determine locations where increased trees and porous pavement could be provided.
COBOS-14	Ped/Bike	Timing	complete the redesigned Franklin Street Footbridge prior to the start of construction of this project.	See Response to Frequent Comment PB-5.
COBOS-15	Alternatives	No Build	No Build Option Should Be Removed From Consideration	See Response to Frequent Comment NB-1.
COBOS-16	Transit	Plans	Plan for More Sustainable, Transit-Oriented Mode Splits-These mode shares are significantly at odds with the City's mode share goals as outlined in Go Boston 2030.	The CTPS modeling process does not work by inputting desired mode splits into the model. Rather, demographic data (population, households, employment) and infrastructure data (transit and roadway networks, transit services) are input into the model and the model forecasts the mode splits based on those inputs. The transit assumptions in the DEIR have been revised/updated for the SDEIR modeling. A detailed description of the future transit assumptions and forecasts will be provided in the SDEIR.
COBOS-17	Transit	Study	Collaborate on a Short Term Transit Action Plan for services to be added or enhanced prior to Phase I project completion	MassDOT collaborated with CTPS on a Short-Term Transit Study, and recommendations from that Study have been incorporated into the CTPS modeling for the SDEIR.
COBOS-18	Transit	Study	Conduct a Long Term Transit Study	MassDOT is collaborating with MAPC and others on a Long-Term Transit Study.

ID	Issue 1	Issue 2	Comment Excerpt	Response
COBOS-19	Transit	Design	current design as evaluated in the DEIR does not include any dedicated right of way for BRT.	See Responses to comments COBOS-4 and COBOS-20.
COBOS-20	Transit	connections	current design be modified to identify and preserve a continuous right-of-way for dedicated BRT from the Harvard Enterprise Research Campus to and through West Station to Comm Ave. For the stretch from West Station to Comm Ave., we believe that Malvern Street should be studied as a potential corridor, with that analysis examining - in particular - its impact on Packards Corner.	BRT lanes have not been assumed in the traffic analysis in an effort to minimize the roadway cross-sections. Adding or designating dedicated BRT lanes on streets controlled by the City or Harvard University (i.e. north of Cambridge Street South) could be done so post-construction at the City's prerogative and/or in collaboration with Harvard. The Project will include a north-south connection from the I-90 Interchange/West Station to Malvern Street that will be constructed as part of the Project (Malvern Street Transitway). The connection will be limited to transit vehicles (buses in dedicated lanes), pedestrians and bicyclists. The Project will only construct the physical connection to the intersection of Ashford Street/Malvern Street. The determination of future bus service routes, stops, frequencies, dedicated lanes, etc. will be made by others and will likely be based on the recommendations from MAPC's Long-Term Transit Study. However, the streets south of West Station are controlled by the City, so creating or designating dedicated BRT lanes could be implemented in the future by the City. Dedicated BRT lanes are not proposed on the approaches and bridges over the I-90 mainline (Seattle Street and Cattle Drive Connectors) in an effort to minimize pedestrian crossing distances and contain costs. In the future, when Harvard's air rights development comes to fruition, the bridges could be "widened" as part of the air rights decking to provide dedicated BRT lanes. The DEIR included an analysis of traffic operations south of West Station, including Packards Corner, as part of a "transit-vehicle only" connection option to Ashford Street/Malvern Street. That analysis will also be updated for the SDEIR. See Response to Frequent Comment TF-5.
COBOS-21	Transit	Bus routes/Timing	For the dedicated bus route from West Station to Comm Ave, the City requests that the viaduct(s) and streets necessary for this right-of-way be constructed as part of the Phase I of the project. The city also requests that MassDOT study whether it would be appropriate and feasible to establish a complementary bus route from West Station to Mountfort St along SFR and University Road.	No alternative bus route via SFR/University Road is being considered in the SDEIR.
COBOS-22	Rail	Layover Yard	There is no explanation in Chapter 5 of how and why the capacity of the yard needs to be increased, and yet can then be reduced by 50% by the year 2040.	The Project scope now calls for all construction to occur as a single project. There will be no second phase. The layover tracks will be built and remain as a 4-track yard and will remain that way through the life of the facility.
COBOS-23	Rail	Layover Yard	Why the expanded layover is now deemed necessary when in prior iterations of the Project design it was not	See Response to COBOS-22.
COBOS-24	Rail	Layover Yard	not clear what circumstances will lead to the second phase of the layover facility becoming obsolete by the year 2040.	See Response to COBOS-22.
COBOS-25	Rail	Layover Yard	once such a facility is built, the City is concerned that it could be much difficult to remove or relocate layover facilities to make way for West Station.	See Response to COBOS-22.
COBOS-26	Rail	Layover Yard impacts	layover facility design has not been clearly articulated in the DEIR and the City has concerns about negative environmental impacts for nearby neighborhoods and institutions.	See Response to COBOS-22. Layover facility details will be included in the SDEIR.
COBOS-27	Permitting	Analysis	analysis of the permitting requirements of both the ABC and HV options	See EEA-21 in Appendix A and Section 3.5 of the NPC for lists of permitting agencies and required permits.
COBOS-28A	Air Quality	Analysis	analysis of the impact on emissions that loss of a breakdown lane may have.	The removal of the breakdown lane will not increase the number of vehicles and will only reduce travel speeds when there are accidents or emergency use impacts travel lanes, which is a very small percentage of the time; thus there will be very little change in air emissions on an annual basis.
COBOS-28B	Highway	Analysis	analysis of the impact on safety that loss of a breakdown lane may have.	See Section 2.3.8.3 of the NPC. The safety analysis presented in the DEIR will be updated in the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
COBOS-29	Rail	Design	urge MassDOT incorporate replacement of the rail bridge over SFR as part of the project.	See Response to Frequent Comments RA-1 and RA-2. Under SFR Hybrid and Modified At Grade Throat Area options, the Project would reconstruct the existing Grand Junction railroad bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. Under the Modified Highway Viaduct option, reconstruction of the Grand Junction Bridge over SFR would not be necessary.
COBOS-30	Open Space & Rec	Design Preference	supports plans that increase the amount and quality of parkland along the river in this area, such as the imaginative concepts that have been put forth by the Charles River Conservancy and WalkBoston to extend access into the river by means of a boardwalk or other structures;	See Response to Frequent Comment OS-1.
Boston Water and Sewer Commission 2/8/18				
BWSC-1	Stormwater	Discharge locations/ownership	Unclear as to where & what extent discharge of stormwater from Project to Commission owned network and outfalls. How many new sd network & outfalls constructed or reconstructed? HU projects? which entity will own facilities?. Info must be provided on site plans submitted to commission	Standard engineering plans at a readable scale will be prepared for commission review during the permitting/design phase of the Project. More information regarding ownership of outfalls and storm drains will be provided in the SDEIR.
BWSC-2	Sewer & stormwater	Modeling	Project and HU plans present major changes to sewer and drainage. MassDOT and/or Harvard required to develop calibrated sewer & drain model that allows detailed analysis of impacts projects will have on sewer & drain systems at full build-out and at each project phase.	A hydraulic model will be developed to size the drainage system during the permitting/design phase. Construction phasing will be considered to determine impacts on existing and proposed drainage infrastructure. Sewer? Noted.
BWSC-3	Stormwater	Discharge locations	Requires all drainage from Project and rail be directed to MassDOT owned system to extent feasible. Where discharge to BWSC's system, demonstrate infeasibility of directing discharges to MassDOT system.	Noted. Stormwater from the interstate and ramps system and the railyard will not discharge to BWSC system. Stormwater from Cambridge Street and connector roads will be within City of Boston jurisdiction and will be conveyed in a separate BWSC drainage system.
BWSC-4	Utilities/Stormwater	Conflicts w/ existing	Locations where structures proposed lie or cross BWSC facilities should be clearly ID'd on site plans. Design must provide access, including vehicular to BWSC water, sewer & drain for O&M.	Noted. Standard engineering plans at a readable scale will be prepared during the permitting/design phase of the Project and will clearly identify crossings and potential conflicts. Maintenance access will be provided to BWSC water, sewer, and drain infrastructure.
BWSC-5	Stormwater	Quality treatment	BWSC more stringent criteria for treatment = 1 inch times total impervious area must be infiltrated prior to discharge to a BWSC owned drain. Investigate methods for retaining & infiltrating on site. Provide infiltration feasibility assessments.	The conceptual stormwater BMPs have been designed to meet the 1" water quality volume wherever feasible. Infiltration feasibility assessments will be provided during the permitting/design phase.
BWSC-6	Stormwater	Locate on plans	Throat Area -5x7 conduit and outfall (23G132) not identified on plans nor are impacts discussed. Show and make provisions for preventing adverse impacts to outfall.	Outfall 23G132 will be identified on the plans and impacts discussed in the SDEIR.
BWSC-7	Stormwater	Video inspection	Pre- and Post-construction video inspection of Salt Creek culvert interior at project limit location. HU's inspection video may suffice for pre-construction conditions.	Pre- and Post-construction video inspections of Salt Creek will be a requirement in the technical provisions of the Request for Proposal.
BWSC-8	Rail	Treatment volume	Runoff from rail yard is considered a LUPPHL, must be designed and pretreated to infiltrate minimum 1 inch water quality volume.	The railroad area stormwater design will satisfy this goal.
BWSC-9	Stormwater	Design standards	Future HU outfalls subject to BWSC requirements as discussed in above.	Noted.
BWSC-10	Infrastructure	Design	Existing storm drainage infrastructure will be inadequate. Design of new infrastructure in Cambridge Street, city owned street/ drainage, must be in compliance with Commission's Requirement for Site Plans.	Existing drain lines in Cambridge Street will be replaced. Stormwater BMPs will be designed in accordance with the Commission's requirements.
BWSC-11	Streets	Design requirements	Any streets constructed/reconstructed as part of this or future development will be subject to City's Complete Streets Initiative design requirements.	See Response to Frequent Comment TF-4.
BWSC-12	Stormwater	Connection	Clarify reference to Salt Creek culvert connection removal: is the outfall new/additional or existing	Clarification will be provided in the SDEIR.
BWSC-13	Rail	Sewage Discharge location	Clarify discrepancy w/r/t sanitary discharge from train lavs to sewer vs. transport trucks. If wastewater -> sewer, then estimated flow, discharge locations, & pumping method must be included	Sanitary discharge from train lavs will not be directed to the sewer. All wastewater will be pumped out into transport trucks and taken off-site for proper disposal.
BWSC-14	Stormwater	Design	Site plan submittal should include locations and plans for all new and relocated DCR drainage infrastructure including outfalls along SFR.	Standard engineering plans at a readable scale will be prepared for commission review during the permitting/design phase of the Project and will include the requested details. Noted.
MWRA - Marianne Connolly 2/9/18				
MWRA-1	Wastewater	I/I	Requests that opportunities to remove extraneous flows from hydraulically related sewer systems be considered w/ consideration of project and future development	Noted.
MWRA-2	Wastewater	Sewage Discharge location	MWRA prohibits the discharge of groundwater to the MWRA sanitary sewer system [360 CMR 10.023(1)] (DEIR acknowledges no discharge to BWSC/MWRA sewers).	Noted.

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MWRA-3	Utilities	Construction term	Protection of existing water infrastructure especially Sections 9. 2 and 3, WASM4 and Shaft 8 of City Tunnel extension	Noted.
Institutions/Schools				
Harvard University 2/9/18				
HU-0	West Station	Timing	$8M proposed for an “early action” West Station…. “It is Harvard's hope that by providing funding for an early action West Station, this option for potential Phase 1 rail service to the Project Site may be considered even as the specific timing of the full West Station remains under review”	West Station will be constructed as part of a single Design-Build contract together with the roadway elements.
HU-1	Rail/Streets	Design	the permanent West Station should be constructed as part of an air rights development plan that would also include a Cambridge Street Bypass Road to connect Cambridge Street with West Station and Cattle Drive.	See Response to Frequent Comment TF-1.
HU-2	Streets	Design	The Cambridge Street Bypass Road should be included in the 2040 condition of the Project as a "by-others" roadway.	See Response to Frequent Comment TF-1.
HU-3	Transit	Bus	MassDOT to plan for the Malvern Street north-south bus connection proposed by Boston University as a key component of this commuter node.	See Response to Frequent Comment TF-5.
HU-4	West Station	Design	current plan for West Station has an insufficient number of bus bays and lacks sufficient expansion space to accommodate future growth in bus service. These deficiencies of the permanent West Station as described in the DEIR should be addressed in the FEIR.	The West Station bus facility layout satisfies all expected requirements for bus transit operations.
HU-5	Rail	Design Speed	reconsider and lower the 50 mph speed limit proposed for rail transit in the DEIR We believe that this proposed design criterion is inconsistent with the rail service envisioned for this corridor including the recent completion of Boston Landing Station, the future introduction of West Station, the proximity of Yawkey Station and horizontal restrictions within the Throat area.	It is MBTA’s general practice that when improving areas on the system, where possible and practical, these updates attempt to increase and optimize the operating speed in order to provide a faster service with better On Time Performance. As recently as 2017, MBTA/Keolis published a new speed chart increasing the Maximum Allowable Speed for the segment of track through the rail yard to 79 mph.
HU-6	Rail	Design	Further evaluation of locating the permanent West Station north of the Rail Layover Facility rather than the current configuration in the plan and, for the reasons stated here, looks forward to a more substantive review of this option. "flip” (larger bus facility, more space bt neighborhood, rail moved N, eliminate crossing of GCR, etc…)	See Response to Frequent Comment WS-3.
HU-7	Rail	Flip evaluation	Harvard requests that MassDOT consider the development and implementation of this buffer park as part of an evaluation of the "flip," with an eye towards potential implementation during Phase 1	See Response to Frequent Comment WS-3.
HU-8	Rail	Cost /Benefit analysis	Harvard is not in a position to support the location of the permanent West Station specified in the DEIR without the benefit of a full analysis of the costs and benefits of the "flip," discussed above.	See Response to Frequent Comment WS-3.
HU-9	Rail	Phase 2	Phase 2 will likely delay the construction of a permanent West Station and possibly to beyond the 2040 timeframe discussed in the DEIR. Not only does Phase 2 complicate construction by breaking apart the elements of layover, West Station and air rights construction, but it also puts a new and temporarily expanded layover facility in direct conflict with the permanent West Station.	See Response to Frequent Comment WS-2.
HU-10	Construction Phasing	Impacts	Harvard opposes Phase 2 of the Project as we understand it and urges MassDOT to revert to the Concept 3K Refined plan contemplated prior to the DEIR. At a minimum, all of the impacts of the proposed Phase 2, including those discussed above, should be evaluated in the FEIR and compared to the Project as presented prior to the DEIR.	See Response to Frequent Comment WS-2.
HU-11	Streets	Traffic Increase	concerned about the significant amount of traffic that the DEIR assumes will use the Enterprise Research Campus (ERC) roadways, and its impact on the size / quality of the new local street grid.	Based upon input from Harvard, the roadway network for the 3L Re-alignment Alternative has been modified since the DEIR to encourage traffic to use roadways outside of the ERC when accessing or egressing the I-90 or SFR ramps. These changes include: ● Eliminating the North Connector Road ● Including Hotel Lane from SFR to Stadium Way It is anticipated that a temporary roadway along the approximate alignment of the formerly proposed North Connector Road will be constructed for traffic management purposes while Cambridge Street and the I-90 ramp connections are being reconstructed.
HU-11a	Streets	Design	Eliminate the North Connector Road.	See Response to Comment HU-11.
HU-11b	Streets	Design	Construct Hotel Lane and extend to Cattle Drive-+.	See Response to Comment HU-11.
HU-11c	Streets	Design	Construct a new two-way roadway ("Stadium Road Connector") to the I-90 westbound service road.	With the 3L Re-alignment Alternative, Stadium Way has been extended to the I-90 westbound service road.
HU-11d	Streets	Design	Eliminate the West Connector Road.	With the 3L Re-alignment Alternative, the West Connector Road has been eliminated from the proposed street grid.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HU-12	Streets	Design	Harvard urges additional analysis of these enhancements in the FEIR.: Inclusion of Cambridge Street Bypass road	See Response to Frequent Comment TF-1.
HU-13	Transit	Design	Further study N/S transit corridor	See Response to Frequent Comment TF-5.
HU-14a	Streets	Design	Harvard urges additional analysis of these enhancements in the FEIR:. Street lights	MassDOT will continue to coordinate with Harvard University regarding elements, including street lights, within the study area, including on the proposed north-south streets in the ERC.
HU-14b	Streets	Design	Harvard urges additional analysis of these enhancements in the FEIR: trees	MassDOT will continue to coordinate with Harvard University regarding elements, including trees, within the study area, including on the proposed north-south streets in the ERC.
HU-14c	Streets	Design	Harvard urges additional analysis of these enhancements in the FEIR: Interim condition	MassDOT will continue to coordinate with Harvard University regarding elements, including interim condition, within the study area, including on the proposed north-south streets in the ERC.
HU-14d	Bike	Design	Harvard urges additional analysis of these enhancements in the FEIR: Bicycle accommodations	MassDOT will continue to coordinate with Harvard University regarding bicycle accommodations within the study area, including on the proposed north-south streets in the ERC.
HU-15a	Traffic	Forecasts	Provide an updated traffic model after review and re-calibration of traffic model assumptions	The CTPS traffic model has been updated for the SDEIR analysis to include the latest roadway network assumptions associated with the 3L Re-alignment Alternative, the latest regional and study area land use and employment assumptions, and revised transit assumptions. The CTPS model was also re-calibrated and the "base year" updated from 2012 to 2016. The calibration of the Base Year Model was based upon 2018 traffic counts performed by MassDOT and 2018 traffic data collected by Harvard.
HU-15b	Rail	Forecasts	gather data and survey ridership at the new Boston Landing commuter rail station.	CTPS has gathered more recent ridership data at Boston Landing and built that data into its ridership model. Projected ridership data will be included in the SDEIR.
HU15.1	Land Use	Access	parcels along the edge of Cambridge St S and East Dr will need additional coordination… to ensure that future access needs are addressed…similar issues with the proposed air rights parcels.	MassDOT will continue to coordinate with Harvard and the City of Boston regarding future parcel access points along Cambridge Street South and East Drive. MassDOT anticipates making a preliminary determination regarding the "No Access Limits" as part of the SDEIR process and those determinations will be documented in the SDEIR.
HU-16	Stormwater	TMDLs	provide: (a) analysis to substantiate that the State stormwater standards are met to the maximum extent practicable; and (b) evaluation of the stormwater management system for consistency with TMDLs	Detailed calculations will be provided in the stormwater technical appendix with the SDEIR.
HU-17	Stormwater	System design	concerns about whether certain elements of the conceptual design are consistent with the future "overbuild" redevelopment of the Project Site, which we will share in the course of that collaboration.	Drainage trunk lines will be sized to accommodate overflow (above the infiltration requirements) for the future development of the parcels. Coordination is ongoing.
HU-18	Stormwater	O&M	Harvard is not responsible for the operation or maintenance of any part of the stormwater management system on the Project Site and holds no permits related to that system.	See Response to Comment EEA-8 in Appendix A of the NPC. As stated in the DEIR, stormwater management is subject to the design and management requirements of four public entities, depending on geographic location: City of Boston (Boston Water and Sewer Commission); MassDOT; the MBTA, and; the Department of Conservation and Recreation. Harvard University owns all the open undevelopable parcels within the Project and hence, is subject to stormwater management for runoff originating from their property as stipulated by Boston Water and Sewer Commission stormwater management requirements for private land development. In general, stormwater management for the Project will be contingent on discussions with these public entities and the landowner.
HU-19	Infrastructure	Funding	in response to MassDOT's statement that "[t]he proposed highway and street grid infrastructure will include water, sewer, power, and gas that will be sized and funded by the landowner to accommodate future development; the infrastructure will be installed by MassDOT," Harvard confirms its intention to fund the difference between the cost of the infrastructure necessary to support the Project and the infrastructure necessary to support the Project and "future development."	Noted.
HU-20	Infrastructure	Removal of existing	Harvard understands that these embankments will be removed as part of Phase I of the Project but can find no statement in the DEIR to that effect. Harvard expects that MassDOT will commit to remove all infrastructure associated with the existing I-90 Interchange and ramp system within a mutually agreeable time interval following the opening of the new I-90 Interchange.	MassDOT will continue to coordinate with Harvard on Future Development related items.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HU-21a	Land Use	Future Development	Adjacency of air rights parcels to suitably sized surface parcels to accommodate elevator and utility cores;	MassDOT will continue to coordinate with Harvard on Future Development related items.
HU-21b	Construction	Future Development	Unencumbered work zones for air rights development and the construction of the permanent West Station, including a Cambridge Street Bypass road compatible with a Malvern Street bus connection;	MassDOT will continue to coordinate with Harvard on Future Development related items.
HU-21c	Construction	Future Development	Work zones enabling shifting of mainline rail tracks to minimize disruption of East-West rail service during development of air rights and construction of the permanent West Station	See Response to Frequent Comment WS-6 and Section 2.3.21 of the NPC. These considerations will be included in construction staging details presented in the SDEIR.
HU-21d	Construction	Future Development	Sufficient ability for construction vehicles and laydown for development of air rights	See Response to Frequent Comment WS-6 and Section 2.3.21 of the NPC. These considerations will be included in construction staging details presented in the SDEIR.
HU-21e	Rail	Design	Sufficient width and layout within the rail yard to support air rights columns	See Section 2.3.2 of the NPC for further discussion of land use and air rights. Tracks have been spaced to allow air rights columns located in the rail yard on 42 ft column lines.
HU-21f	Rail	Design	Sufficient vertical clearances to accommodate necessary ventilation equipment	See Response to Frequent Comment WS-6 and Section 2.3.21 of the NPC. Designs will be consistent with the MBTA easement agreement which allows air rights development beginning at a height of 19 ft above the top of rail.
HU-22	Land Use	Legal acquisition	Harvard notes at least one reference in the DEIR to the acquisition of fee interests from Harvard. Harvard has not yet agreed to convey any fee interests in connection with the Project but welcomes a discussion with MassDOT about its needs consistent with the Project goals and legal requirement	Noted.
HU-23	Construction	Impacts/mitig	provide additional information to adequately evaluate and mitigate the impacts to different modes during construction, with particular attention to staging and construction management approaches that could reduce the magnitude and duration of disruption and delays to project completion.	Conceptual construction staging plans and durations will be updated to reflect current Throat Area options for Project environmental filings. Requirements for detailed construction staging plans will be included in the D/B procurement documents.
HU-24	Streets	Construction Impacts	The DEIR does not provide sufficient information to understand the impacts of this particularly sensitive construction activity which includes completion of the street grid, grounding Cambridge Street, relocating Soldiers Field Road, and constructing the new ramps to Cambridge Street South. We request that MassDOT provide additional information about the sub-phases required to complete this phase of the Project, including duration of each sub-phase, anticipated diversion routes for all modes, and levels of services criteria that MassDOT will strive to achieve on key arterial roadways.	Conceptual construction staging plans will be updated to reflect current Throat Area options for Project environmental filings. Requirements for detailed construction staging plans will be included in the D/B procurement documents.
HU-25	Rail	GJR Impacts of shutdown	consider more fully the impacts of shutting down service on the Grand Junction Rail corridor during construction for any alternative and investigate potential mitigation measures such as re-routing trains on the PanAm tracks to the north and/or using a reciprocal agreement with Amtrak for maintenance of MBTA coaches	These details will be reviewed in the SDEIR. Under SFR Hybrid and Modified At-Grade, the Project would reconstruct the existing GJR bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. The SFR Hybrid and Modified At-Grade options could require closure of the GJR for eight to ten years. Under the Modified HV option, reconstruction of the Grand Junction Bridge over SFR would not be necessary. The closure of the Grand Junction Bridge over SFR would require a lengthy detour of trainsets that need to access the BET maintenance facility on the north side, or would require the ability to maintain trains on the south side, which does not presently exist.
HU-26	Rail	Mitigation	appropriately mitigate the construction impacts to riders on the Worcester-Framingham line if the Highway Viaduct option is selected as the Preferred Alternative.	See Response to Frequent Comment WS-6.
HU-27	Construction	Vehicle Routes	DEIR does not provide information about truck routes, access points or construction vehicle volumes. MassDOT should provide this information for each stage of the Project construction.	Requirements for detailed construction related elements such as these will be included in the D/B procurement documents.
HU-28	Rail	Replace GJR	If MassDOT decides to choose the Highway Viaduct option as the Preferred Alternative, we recommend that MassDOT consider replacing the rail bridge over Soldiers Field Road as part of that option.	The Modified Highway Modified Viaduct option would not include replacement of the Soldier's Field Road bridge, as it is not part of the Project Purpose and Need or necessary for construction.
HU-29a	OHM	Materials mgmt plan	Development of a detailed materials/soils management plan;	A requirement for a construction and demolition materials management plan meeting the requirements of 310 CMR 16., 310 CMR 19, 310 CMR 30, 310 CMR 7.15, and 310 CMR 40.0000 as warranted will be included in the contract documents. The plan will be a contractor submittal that will meet the performance standards of the design documents and the applicable regulations.
HU-29b	Stormwater	Design	Development of a site-specific grading, drainage and sediment and erosion control plan for each remainder parcel;	Grading, drainage, sediment and erosion control for the remainder parcels will be discussed in the SDEIR. Permit level engineering plans at a readable scale will be developed during the permitting and design phase.
HU-29c	Land Use	Air rights	Definition of specific roles and responsibilities related to the development of air rights over the Project;	See Section 2.3.2 for further discussion of land use and air rights within the Project Area.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HU-29d	Project Limits	Define	Definition of the horizontal and vertical limits of the Project;	The horizontal limits of the Project are defined by the Project Area as illustrated on Figure 1.1-2 of the NPC. The vertical limits of the Project are defined by the design of each of the Project's Build Alternatives and will be further refined during the state and federal environmental review processes (see Section 2.2.2 of the NPC and accompanying figures throughout section).
HU-29e	Highway/Streets	Design plans	Definition of appropriate cross section for each of the major roadways constructed by the Project in both their interim and permanent conditions;	Preliminary permanent design and construction staging plans will be included in the D/B procurement documents.
HU-29f	Ped/Bike	Design	Definition of the bicyclist and pedestrian elements	Preliminary permanent design plans, including ped/bike elements, will be included in the D/B procurement documents.
HU-29g	Utilities	Master plan/air rights	Development of a utility master plan specifying the capacity, location and time of implementation of each of the utility systems necessary for the Project and for the development of air rights and resulting development parcels.	MassDOT is committed to coordinating its utility requirements to satisfy Project needs without compromising the ability of other landowners to meet their own needs.
Boston University 2/9/18				
BU-1	West Station	Timing	Early construction: BU supports the construction of a new West Station sooner rather than later	See Response to Frequent Comment WS-2.
BU-2	Open Space & Rec	Design	Supports the Expansion of parkland and improved connectivity to the Charles River	See Response to Frequent Comment OS-1.
BU-3	Transit	Connections	Supports N/S transit-only link from Comm Ave to West Station & Cambridge St.	See Response to Frequent Comment TF-5.
BU-4	Traffic	Connections	General traffic connection between West Station & Comm Ave would be detrimental to LOS for existing Comm Ave users and surrounding street network	See Response to Frequent Comment TF-3.
BU-5	Transit	Bus Connections	Should be a N/S transit connection for buses and shuttles to West Station	See Response to Frequent Comment TF-5.
BU-6	Highway	Design plans	Provide engineering/survey plan of throat w/ exact dimensions of roadway to understand impact on BU property	Preliminary permanent design and requirements for detailed final design plans will be included in the D/B procurement documents.
BU-7	Noise/Vibration	Impacts/Mitig	Adverse effect with noise/vibration -Layover and repair facility should be as small as possible and include approp. Mitigation	See Responses to Frequent Comments WS-5, MI-1, and NO-1.
BU-8	Air Quality	Impacts/Mitig	Adverse effect with air quality -facility should be as small as possible and approp. Mitigation	The DEIR air dispersion modeling analysis included idling locomotives in the layover area. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
BU-9	Noise/Vibration	Assumptions Analysis	Concerns re: assumptions/methods to evaluate noise & vibration impacts- additional analysis & mitig.	See Responses to Frequent Comments MI-1 and NO-1.
BU-10	Ped/Bike	Access	Design does not integrate ped access thru corridor to Charles from south	See Response to Frequent Comment TR-1.
BU-11	Construction	Impacts	Construction period impacts insufficiently described, w/r/t throat and Babcock Street.	Conceptual construction staging plans will be updated to reflect current Throat Area options for Project environmental filings. Requirements for detailed construction staging plans will be included in the D/B procurement documents.
BU-12	Noise	Barrier info	ALL 3 TAV's 12-16: What are the length, height, and width extents of the proposed noise barriers?	See Responses to Frequent Comments MI-1 and NO-1. Further details will be included in the SDEIR.
BU-13	Land Use	Takings	There is no mention of the extents of takings (land area) in the DEIR and the appendices. What are the geographic extents of the proposed 7-foot wide taking on BU property and buildings shown in the figures?	ROW acquisition needs will vary depending on the alternative under consideration. MassDOT is compiling ROW needs, both temporary and permanent, and will report these findings in the SDEIR.
BU-14	Land Use	Takings	What is the location and total land area (square feet) of each taking of BU property for the ROW in each Throat Area Variation, at each stage of construction?	ROW acquisition needs will vary depending on the alternative under consideration. MassDOT is compiling ROW needs, both temporary and permanent, and will report these findings in the SDEIR.
BU-15	Land Use	Takings	Which of the ROW takings are temporary construction phases only and what is the expected duration of those?	ROW acquisition needs will vary depending on the alternative under consideration. MassDOT is compiling ROW needs, both temporary and permanent, and will report these findings in the SDEIR.
BU-16	Land Use	Future development rights	What impact would there be on BU's existing use and ownership of, and future development rights in, Babcock Street and adjacent properties?	ROW acquisition needs will vary depending on the alternative under consideration. MassDOT is compiling ROW needs, both temporary and permanent, and will report these findings in the SDEIR.
BU-17	Visual	Views	3K-HV Variation: This Variation will not change the existing visual and aesthetic character of the Project area. Views toward river and northward from street level and from BU buildings need to be provided to understand what the new viaduct and its sound walls would look like.	See Section 2.3.3 of the NPC. Views of the 3 Throat Area options from BU buildings above will be provided in the SDEIR. View from Comm Ave and from Agganis Way will be of the viaduct but will be improved by the entrance to the future pedestrian bridge. See Responses to Frequent Comments MI-1 and NO-1. Further details will be included in the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
BU-18	Visual	Impacts	3K-AMP: Putting the railroad on viaduct has the advantage of only occasional trains on it compared to more or less continuous auto traffic on the HV variant. As shown in the Graphics 5.3-6 and 5.3-7, the retaining wall will create some visual obstruction of the Charles River area for ground level viewers on the BU side. The visual impacts of the retaining wall, rail viaduct, and noise barriers on BU need to be more fully described and illustrated.	N/A – The 3K-AMP Variation has been eliminated from further consideration. See NPC Sections 2.2.2.2 and 2.4.2.
BU-19	Visual	Impacts	3K-ABC: Removal of the viaduct will open up views of the Charles River from the BU area. However, the retaining wall will create some visual obstruction of the Charles River area for the ground level viewers on the BU side. The visual impacts of the retaining wall and noise barriers on BU should be more clearly presented.	See Section 2.3.3 of the NPC. Visual effects from BU key points, in particular from Comm Ave and Agganis Way, will be presented in the SDEIR.
BU-20	Visual	Renderings	The descriptions of visual impacts and the renderings describe the impact for the PDW Path users. BU is the largest abutter of the Project Area. Please provide renderings of the Throat Area Variations and the overall Project from key viewpoints along the BU West Campus, i.e. west of the BU Bridge.	See Section 2.3.3 of the NPC. Visual effects from BU key points, in particular from Comm Ave and Agganis Way, will be presented in the SDEIR.
BU-21	Noise	Study Impacts	The creation of a solid noise barrier atop the existing retaining wall at Nickerson Field may have the effect of creating an enclosed acoustical field that may reverberate public address sound from Nickerson Field events into student residences and into the surrounding neighborhoods of the Town of Brookline and City of Boston. Please provide acoustical studies to determine the impact of the noise barrier on the BU Campus and surrounding community.	See Responses to Frequent Comments MI-1 and NO-1. Further details will be included in the SDEIR.
BU- 22	Ped/bike	Connectivity	There is little discussion of pedestrian and bicycle connectivity between the BU West Campus and the open space and recreational opportunities along the PDW Path and south bank of the Charles River. Currently, the only connections between the BU Charles River Campus and the south bank of the Charles River are at the existing pedestrian overpasses of Storrow Drive at Bay State Road (non-accessible) and Silber Way, which are distant from West Campus. The Malvern Street pedestrian/bicycle connection is at the far western edge of campus and the proposed Babcock Street pedestrian/bicycle connection is not shown until the full West Station is built.	See Response to Frequent Comment TR-1.
BU-23	Ped/Bike	Access	The FEIR should explore the feasibility of more direct access to the open space and recreational areas along the Charles River and PDW Path from the BU West Campus area for the year of opening.	See Response to Frequent Comment PB-1.
BU-24	Transit	Bike/Ped/Bus Timing	The bus routing options using Malvern Street would require a new bridge structure at the north end of Malvern Street starting at the intersection with Ashford Street. If the bus bridge is not built as part of the opening year Project it would need to be added after the pedestrian/bicycle bridge is in place, which would likely be more costly and disruptive than creating a single multimodal bridge connection.	See Response to Frequent Comment TF-5.
BU-25 BU-26	Ped/Bike Ped/Bike	Safety/location Connections	The proposed bicycle and pedestrian shared-use path of the 3K-AMP Variation provides a long isolated path almost entirely on viaduct, which raises safety and emergency response concerns. We believe a more direct ped/bike connection between West Campus and the PDW Path is possible with the 3K-ABC Variation over the Throat Area, and the engineering feasibility and cost of such a connection should be developed.	N/A – The 3K-AMP Variation has been eliminated from further consideration. See NPC Sections 2.2.2.2 and 2.4.2. All 3 Throat Area options offer a direct connection. The elevation of the ped/bike bridge and therefore ramp lengths vary with each option.
BU-27	Transit	Bus route impacts	Variant #1 Bus Route would have a significant impact on traffic, parking, pedestrian and bicycle operations on Babcock Street. Babcock Street experiences significant pedestrian activity and bus traffic. Buses from West Station, Cambridge Street, and other points on the north would conflict with this activity that would raise safety issues and exacerbate existing long delays for vehicles on southbound Babcock Street approaching Comm Ave. Of the Transit-Only options analyzed, the Base Case with buses using Malvern Street in both directions or in conjunction with Alcorn Street would have the least impact on the BU West Campus. BU requests that these options be explored in more detail in the FEIR.	As part of this Project, MassDOT will only construct the physical connection to Malvern Street (see response to Frequent Comment TF-5). The determination of future bus routes, stops, frequencies, etc. will be made by others and will likely be based on the recommendations from the Long-Term Transit Study being prepared by MAPC with input from MassDOT, the City of Boston, the community and Project stakeholders such as Boston University. Strictly for CTPS modeling purposes, a bus route between West Station and Ruggles Station via the LMA was incorporated into the model which assumed Bus Route Variant #1 as described in the DEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
BU-28	Traffic	Ped Safety	The intersection capacity analysis of Packard's Corner in the DEIR did not include a new crosswalk on the east side of Packard's Corner as proposed by the City of Boston as part of their Comm Ave improvement Project to improve pedestrian and bicycle safety in the area. Has analysis been conducted with the City's new crosswalk and modifications to signal timing and phasing? Has analysis been conducted that includes mitigation measures to improve operations at the Packard's Corner intersection to LOS D or better? Please provide this information in the FEIR.	MassDOT is aware of the latest plans for Packards Corner being developed by the City and the proposed crosswalk noted in the comment. As noted in the responses to Frequent Comments TF-3 and TF-5, the proposed Malvern Street connection will be limited to pedestrians, bicyclists and transit vehicles, and a determination regarding future bus routing to/from West Station (including whether buses pass through Packards Corner or not) will not be made as part of this Project. However, for the purposes of the SDEIR modeling and analysis Bus Route Variant #1, as described in the DEIR, will be assumed. Bus Route Variant #1 routes northbound buses to West Station via Packards Corner.
BU-29	Transit	Bus route analysis	The DEIR bus route analysis assumes use of Commonwealth Avenue east of Packard's corner. The Project should consider a bus route option to/from West Station where buses are routed to/from Comm Ave west of Packard's Corner. Inbound buses to West Station and other points on the north would make a left turn from Comm Ave eastbound to Malvern Street northbound. Outbound buses would use Malvern Street southbound, Gardner Street, & Alcorn Street where they would make a right turn onto Comm Ave & a left turn at Packard1s Corner to continue westbound to Harvard Street. This route would minimize the impact of buses along Comm Ave through the BU Charles River Campus. Alternative routing options such as this, and mitigation measures to improve operations at the Packard's Corner intersection to LOS D or better should be identified in the FEIR, and will require close coordination with neighborhood, municipal, and institutional stakeholders.	See response to comments BU-27 and BU-28.
BU-30	Transit	Bus loop ramps	Although evaluated in the DEIR, the N/S bus connection ramp and improvements are not included in the MassDOT Project. The DEIR includes an illustration of the N/S bus connection routes; however, it is not clear how these ramps will be connected to the West Station bus loop. Please provide this information in the FEIR.	As noted in the response to Frequent Comment TF-5, the Project will construct a pedestrian/bicycle/transit connection to Malvern Street as part of the Project. How that connection will be integrated into the West Station and I-90 interchange designs is illustrated on the 3L Re-alignment Alternative concept plan.
BU-31	Transit	Bus Routes	The bus routing options using Malvern Street proposes a bus bridge at the north end of Malvern Street north of Ashford Street. How will the bus bridge be incorporated with the proposed pedestrian/bicycle connection on Malvern Street?	See Response to Frequent Comment TF-5.
BU-32	Traffic	Impacts	Malvern Street traffic volumes (Table 5.8-3) would be over capacity if a general traffic N/S connection were provided. It was evaluated in the DEIR and is not included in the MassDOT Project. BU agrees that a N/S general traffic connection at Malvern Street would cause significant adverse traffic impacts to West Campus and should not be included in the Project	See Response to Frequent Comment TF-3.
BU-33	Highway/Streets/ Rail	Access security	What access security will be provided to prevent unauthorized access into the operating rights-of-way of the rail line, yard, I-90, and SFR?	Typical MBTA security measures will be provided, similar to other equivalent facilities. Access that requires crossing revenue tracks will be gated and open only upon approval.
BU-34	Highway/Streets/ Rail	Fence/security	What type of fences and security devices are being planned? Please provide this information in the FEIR.	Typical MassDOT and MBTA security measures will be provided, similar to other equivalent facilities. Access that requires crossing revenue tracks will be gated and open only upon approval
BU-35	Rail	Construction term Laydown access	How is crew and vehicle access provided to the layover yard during the interim stages of the Project prior to completion of permanent access from the north? Will access be required through the BU campus, and if so what type of access? Who would use such access and what would be the volume of such vehicles over what duration? How is unauthorized entry prevented across dangerous mainline tracks?	Construction staging and therefore access will be further refined in the SDEIR.
BU-36	Rail	Layover Activities	What are the specific operations that will occur in the proposed rail layover yard? Is it limited to only mid-day and overnight layover of commuter trains? Will any train interior or exterior cleaning, maintenance, or repair work occur there? And if so, what types and during what hours?	The proposed rail layover yard is to be used for mid-day layover of commuter trains, and light maintenance, essential running repairs using hand equipment. Service cleaning will be janitorial to make coaches ready for passengers on the next run.
BU-37	Rail	Flip: bus route	Appendix A, page 80 describes two “Flip Options" moving the rail layover yard to the southern portion of the rail yard and the proposed West Station and mainline tracks to the north. Would either of these options facilitate a N/S bus connection serving West Station?	See Response to Frequent Comment WS-3. The Modified Flip includes the Malvern Street Transitway N/S bus connection. See Section 2.2.2.3 for details.
BU-38	Rail	Flip: Land use/ noise/vib	The "Flip Options" appear to shift the rail tracks northward away from the BU property line to provide greater separation from the BU West Campus. What would this area of separation be used for and did the DEIR consider how this would change the noise and vibration impacts of the Project? Could this separation area be used for emergency vehicle access into the railyard in lieu of Babcock Street?	See Responses to Frequent Comments WS-3, NO-1, and Section 2.3.11 of the NPC for details on noise. MassDOT modified the Flip layout to maintain an express track in this space, serving zone express, Heart-to-Hub, Amtrak and potential intercity express operations between South Station and points west of Worcester. This rail option, the Modified Flip, offers greater flexibility in rail operations than the Flip concept; therefore, the Modified Flip would more fully meet the Rail Operations secondary screening criteria (see Section 2.1.3 of the NPC).

ID	Issue 1	Issue 2	Comment Excerpt	Response
BU-39	Noise	Calculations	How were the Ldn values calculated from loudest-hour Leq values, as this does not seem to match standard methods?	See Response to Frequent Comment NO-1. Details on methods will be provided in the SDEIR.
BU-40	Noise	Calculations	For Tables 5.11-7 through 5.11-9 on Page 69, how were the FTA impact criteria values calculated? The values don't seem to match those in the FTA guidelines.	See Response to Frequent Comment NO-1. Details on methods will be provided in the SDEIR.
BU-41	Noise	Calculations	FHWA assumes this value to be 15 to 20 decibels, so please provide justification for the assumed 35 dB value	See Response to Frequent Comment NO-1. Details on methods will be provided in the SDEIR. FHWA and MassDOT use outdoor-to-indoor noise reduction values up to 35 dB for certain building types.
BU-42	Noise	Mitigation	Generic mitigation measures are mentioned but given the sensitive nature of a concert facility, specific measures should be evaluated to determine what needs to be done to eliminate the impacts and how feasible each of those measures are. Calculation results are listed for noise barriers for other locations on the campus but no mitigation calculations are listed for the concert hall.	See Response to Frequent Comment NO-1. Details on methods will be provided in the SDEIR.
BU-43	Noise	Mitigation	Consider using transparent noise barriers at certain locations, or for upper portions of such barriers. For certain locations, depending on lines of sight and views from campus, barriers that block the view of I-90 but retain views of the Charles River and Cambridge may provide the necessary noise mitigation while also reducing visual impacts.	See Response to Frequent Comment NO-1.
BU-44	Noise	Mitigation	BU is pleased that steps to mitigate noise are carried in the DEIR, however details regarding the design and construction of the noise walls should be provided in full detail.	See Response to Frequent Comment NO-1. Further details on potential noise walls near BU will be provided in the SDEIR.
BU-45	Vibration	Analysis	Assuming the worst cases of a 0.2 in/sec limit and a 1.518 in/sec source level will increase the impact distance limit listed in Table 5.11-32. This should be evaluated to determine the range of potential impacts from pile driving.	See Response to Frequent Comment NO-1. Construction vibration will be evaluated and presented in the SDEIR.
BU-46	Vibration	Confirm statement	For vibration/ground-borne noise impacts, only the College of Fine Arts was listed as having impacts. All Variations except 3K-ABC have vibration impacts and all Variations have ground borne noise impacts for this location	See Response to Frequent Comment NO-1. Impact and mitigation will be evaluated for all 3L Throat Area options and described in the SDEIR.
BU-47	Rail/Transit	Construction Impacts	Reduced speeds and delays during construction along the rail line, I-90, SFR, and PDW Path would impact BU students, faculty and staff who travel to/from campus daily by commuter rail, highways, and bicycle.	See Response to Frequent Comment WS-6. MassDOT is developing early conceptual construction staging plans to support the D/B procurement documents that will require D/B Entity to design and construct Project to minimize impacts to rail, I-90, SFR, PDW and abutters.
BU-48	Construction	Impacts	Variation 3K-AMP has an overall construction of duration of eight (8) years compared to a duration of six and a half (6.5) years for 3K-HV and 3K-ABC. The FEIR should estimate and compare total delay to all roadway users in hours and cost across the three variations.	Conceptual construction staging plans will be updated to reflect current Throat Area options for Project environmental filings. Requirements for detailed construction staging plans and elements will be included in the D/B procurement documents.
BU-49	Highway	Eng/survey plans	We request that MassDOT prepare more detailed survey and engineering plans for the 3K-ABC alternative to clearly define impacts on BU property and the Charles River and also explore alternatives that would further mitigate such impacts through a reduced roadway width design. The FEIR should also include a detailed construction management and mitigation plan.	ROW acquisition plans and calculations are being developed for each alternative and will be reported in the SDEIR.
BU-50	Stormwater	Details	The FEIR needs to show further details regarding the new pump station associated with 3K-AMPand 3K-ABC and the impacts of that pump station on the BU owned parcel.	Further details regarding the relocated MassDOT pump station under the Modified At-Grade and SFR Hybrid options will be included in the SDEIR.
Public				
Michele DiSerio 12/26/17				
MS-1 Ted Pyne 12/23/17	Streets	Traffic impacts	Massive increase in vehicular traffic by using Malvern Babcock connection between interchange and Comm Ave.	See Response to Frequent Comment TF-3.
TP-1	Streets	Design	new local streets will have 4 or fewer lanes	See Response to Frequent Comment TF-4.
TP-2	West Station	Timing	West Station, perhaps as a less-expensive interim station, completed by 2025 in phase 1	MassDOT does not propose to construct an interim station. See Response to Comment EEA-1 in Appendix A and Response to Frequent Comment WS-2 in Appendix B of this NPC.
TP-3	Transit	Bus	A new street will be built over the highway to create a North Allston-Comm Ave bus connection that makes possible highly-desired bus routes between Porter, Harvard, Allston & West Station, Boston University, Longwood, and Dudley	See Response to Frequent Comment TF-5.
TP-4	Highway	Design Preference	rebuild the highway at-grade instead of on an elevated viaduct to afford project	See Response to Frequent Comment HA-1.
John Prince 1 - JPR 12/24/17				
JPR1-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
John Prince 2- JPR same as Debra Iles #1-16 2/9/18				
JPR2-1	West Station	Timing	Build West Station with two-track service in the first phase of the project	See Response to Frequent Comment WS-2.
JPR2-2	Highway	Design	Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept	See Response to Frequent Comment HA-1.
JPR2-3	Streets Ped/Bike	Safety	Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking.	See Response to Frequent Comment TF-4.
JPR2-4	Ped/Bike	location	Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the “throat",	See Response to Frequent Comment PB-2.
JPR2-5	Ped/Bike	location	Study consideration of a boardwalk and the use of fill,	See Response to Frequent Comment PB-2.
JPR2-6	Ped/Bike	Design	Study how to restore the river bank into a “living shoreline” of native vegetation	See Response to Frequent Comment PB-2.
JPR2-7	Ped/Bike	location	Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland	See Response to Frequent Comment PB-1.
JPR2-8	Transit	Connections	Introduce new North-South bus routes that cross over the highway and connect North Allston and Commonwealth Ave, and by extension Harvard Square and Longwood.	See Response to Frequent Comment TF-5.
JPR2-9	Rail	location	Fully evaluate shifting the rail lines away from the abutting homes	See Response to Frequent Comment RA-1.
JPR2-10	Ped/Bike	location	Fully evaluate….creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at grade highway to the Charles River	See Response to Frequent Comment RA-1.
JPR2-11	Transit	Connections	Study how to upgrade the Grand Junction railroad linking West Station, Kendall Sq. and North Station,	See Response to Frequent Comment RA-2.
JPR2-12	GJR	Ped/Bike	enhance the Grand Junction Bridge to become a walk/bike connection between the Charles River parkland in Cambridge and Boston.	See Response to Frequent Comment RA-2.
JPR2-13	Rail	Layover need	Evaluate increasing off-peak commuter rail service between Worcester and Boston—obviating the need to build a layover area to store idle trains in Allston	See Response to Frequent Comment RA-3.
David Ofsevit 12/26/17				
DO-1	West Station	Cost	estimate of the cost of West Station assumes that it would require bus storage and turnaround, something which can be avoided by better scheduling and route design.	MassDOT will plan West Station bus facility designs to optimize space and operational flexibility. Specifics of scheduling and route designs are outside the scope of this Project and will be done in coordination with MBTA policies.
DO-2	Rail	GJ Use	Grand Junction right-of-way can certainly be better used than it has been for all these years.	See Response to Frequent Comment RA-2.
DO-3	West Station	Timing	properly planning West Station now	See Response to Frequent Comment RA-2.
Jean Costello 1 12/28/17				
JCOS1-1	West Station	Timing	Early during phase 1	See Response to Frequent Comment WS-2.
Jean Costello 2 02/02/18				
JSOC2-1	West Station	Timing	Build West Station in the first phase of the project.	See Response to Frequent Comment WS-2.
JCOS2-2	Ped/Bike	Design	Incorporate foot and bike paths through the entire section of Charles River Parkland	See Response to Frequent Comment PB-1.
JCOS2-3	Rail	expansion	Expand rail service to neighboring stations and the larger region	See Responses to Frequent Comments WS-2, WS-4, and RA-2. Broader service decisions are outside the scope of this Project and will be made in coordination with MBTA policies.
Erica Mattison 12/31/17				
EMAT-1	Land Use	Consistency	Draft Environmental Impact Report (DEIR) does not comply with the City of Boston's 2016 Placemaking Report, the Imagine Boston 2030 plan, and the Go Boston 2030 plan	See Response to Frequent Comment LU-1.
EMAT-2	Environmental Justice	Consistency	DEIR inconsistent with the Commonwealth's Environmental Justice :mode shift,	Environmental Justice analysis performed for the DEIR determined that impacts associated with the interchange alternatives considered will not have disproportionate adverse effect on surrounding environmental justice (EJ) populations. The Environmental Justice analysis will be updated in accordance with MEPA's Environmental Justice Protocols that took effect on January 1, 2022, for current alternatives in the SDEIR.
EMAT-3	Climate Change	Consistency	DEIR Inconsistent with climate change Policy	See Section 2.3.19 of the NPC. Consistency of Project with State climate change policy will be further addressed in the SDEIR.
EMAT-4	Transit	Consistency	:DEIR inconsistent with healthy transportation policies.	MassDOT has developed the Project to further the goals of the Green DOT Policy. Specifically, to promote the healthy transportation options of walking, bicycling and public transit within the Project Area, and to support smart growth development within the BPY.
EMAT-5	West Station	Timing	West Station must be included in the first phase of the project	See Response to Frequent Comment WS-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
EMAT-6	Highway	Throat Designs	The options for the narrow portion of the project area between Soldiers Field Road and Agganis Way are inadequately evaluated in the DEIR and further analysis should be required in a Supplemental DEIR	Project design has been updated since filing of the DEIR and will be fully evaluated in SDEIR.
EMAT-7	Rail	Layover need	commuter rail layup facility in this area is questionable and is not properly analyzed in the DEIR. rather than parking trains during the midday, increase service frequency to the entire corridor during the off peak period	See Responses to Frequent Comments RA-3 and WS-3.
EMAT-8	Streets	Bypass road	EIR is deficient in not presenting any discussion or analysis of the Cambridge Street Bypass Road, a proposal made by the City of Boston placemaking study which was very well received by the Task Force	See Response to Frequent Comment TF-1.
EMAT-9	Construction	Impacts	There is not adequate analysis of constructability, construction staging, the risk of traffic disruption and spillover traffic into Allston and Cambridge, and appropriate mitigation.	See Response to Frequent Comment MI-1. MassDOT will continue to work with the Project Task Force, Project stakeholders and the affected communities to develop a detailed set of construction phase traffic mitigation measures. Proposed mitigation will be described in the SDEIR and FEIR. Conceptual construction staging plans will be updated to reflect current Throat Area options for Project environmental filings. Requirements for detailed construction staging plans will be included in the D/B procurement documents.
EMAT-10	Ped/Bike	Design	The DEIR fails to consider even a modest expansion into the Charles River which could be done with a floating boardwalk (as done during the Bowker Overpass reconstruction in 2008) or with a boardwalk on columns (as done in the Broad Canal in Kendall Square in 2009) consider these possibilities and present the resulting analysis	See Response to Frequent Comment PB-2.
Pawel Latawiec 12/31/17				
PWL-1	Streets	Design	New local streets will have 4 or fewer lanes,	See Response to Frequent Comment TF-4.
PWL-2 PWL-3	West Station Transit	Timing Bus	West Station, perhaps as a less-expensive interim station, is also completed by 2025 in Phase One. A new street will be built over the highway to create a North Allston-Comm Ave bus connection	See Responses to Frequent Comments WS-2 and MI-1. See Response to Frequent Comment TF-5.
PWL-4	Highway	Design Preference	Rebuild the highway at-grade	See Response to Frequent Comment HA-1.
Clara Couric Batchelor 01/01/18				
CCB-1	Highway	Design	opposition to allowing any motorized vehicles to access Comm Ave from the proposed I-90 interchange	See Response to Frequent Comment TF-3.
Alex Reisman 01/02/18				
ARE-1	West Station	Include	Include in project (Build the Station)	See Response to Frequent Comment WS-4.
Carol Kickham Perkins 01/02/18				
CKP-1	Streets	Traffic impacts	Use of Babcock and Malvern to vehicles will impact neighborhood	See Response to Frequent Comment TF-3.
John Donellan 1/23/18				
JD-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
David Strati – editorial only no response required 01/02/18				
Henry Lieberman 01/03/18				
HL-1	Streets	Design	If a wide thoroughfare must be crossed, it should be via pedestrian/bicycle bridges such as the one on Memorial Drive near Magazine St	A pedestrian/bicycle bridge within the proposed street grid would be inconsistent with the urban design goals articulated in the BPDA's Placemaking Study.
Martha Stewart 01/03/18				
MS1-1	West Station	timing	Build west station early	See Response to Frequent Comment WS-2.
Martha Stewart 2/8/18				
MS2-1	Highway	Design PreferenceCS	Supports at grade	See Response to Frequent Comment HA-1.
MS2-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
MS2-3	Ped/Bike	Design	Boston needs to be able to boast about its friendliness to bikers and walkers. We need new footbridges.	See Response to Frequent Comment OS-1.
MS2-4	Land Use	Future Development	We need new parkland.	See Response to Frequent Comment OS-1.
Sue Butler – editorial only - no response required 01/03/18 **Mike Small 01/06/18**				

ID	Issue 1	Issue 2	Comment Excerpt	Response
MSML-1	Air Quality	GHG Reductions	EEA-126 how it advances MassDOT's 7.6% decrease in GHG emission target for 2020 and suggested also addressing their 12.3% target for 2050. Referencing a 19.8% reduction described in section 5.10, table 5.10-10. That table is headed, "Greenhouse Gas Emissions Summary West Station" and references chapter 7 for details of the mitigations. Section 7-10 reproduces the conclusion from appendix F that the preferred option pollutes at a rate 17% higher than the no build option and then describes a 7% mode shift caused by west station. The 19.8% number seems to come from combining the mode shift with stationary efficiency measures like LED lighting, etc. in the West Station building itself. So with the deferral of west station to 2040, or somewhat before or after that, how is question EEA-126 still being addressed?	The mesoscale GHG analysis will be updated in the SDEIR based on the updated traffic modeling for the three Throat Area options and Modified Flipped West Station. Further air quality mitigations measures will be evaluated based on input from MassDOT to reduce GHG emissions to work towards MassDOT's GHG emissions reductions goals in the Global Warming Solutions Act (GWSA).
MSML-2	Cost	Considerations	fix the viaduct in the cheapest way possible…	Costs of alternatives currently under consideration will be evaluated in the SDEIR. MassDOT is also undertaking major preservation of the I-90 viaduct as part of a separate standalone maintenance project estimated to be completed prior to final construction of the I-90 Allston Multimodal Project.
MSML-3	Climate Change	GHG Reductions	…and reserve the funds saved for CO_2 reduction measures better than West Station	The commenter hypothetically recommends building the viaduct as cheap as possible and reserve the money saved to develop more CO2 emissions reduction measures better than West Station. MassDOT has adopted the West Station into the Project, which will aid in reducing single passenger vehicles (SOVs) and reduce GHG emissions. MassDOT will continue to evaluate other measures to reduce emissions as the Project moves to final design.
Linda Olson Pehlke 01/10/18				
LOP-1	Streets	Impacts	Minimize additional vehicle trips thru North Brookline residential neighborhood…Increased mitigation in the form of regional Transportation Demand Management must be included as mitigation for the project impacts.	See Response to Frequent Comment TF-3.
LOP-2	Ped/bike	Improve	Improve ped/bike/transit access to Charles River and Harvard U Facilities for Brookline residents	See Response to Frequent Comment TF-5.
LOP-3	West Station	Timing	Include public transit early	See Response to Frequent Comment WS-2.
Andy Breeding 12/4/17				
AB-1	Transit	Improvements	Advocating for public transportation improvements	See Response to Frequent Comment TF-6.
Austin Grimes 12/4/17				
AG-1	Transit	Improvements	Advocating for public transportation improvements	See Response to Frequent Comment TF-6.
Kevin M Carragee 12/5/17				
KMC-1	Transit	Multimodal	Multi-modal for commuter rail and improved bus in the first stages	See Response to Frequent Comment TF-6.
KMC-2	Ped/Bike	Access	Improve public access to Charles & improve bike and ped access	See Response to Frequent Comment PB-1.
Rebekah Emanuel 12/5/17				
RE-1	Transit	Improvements	Expanded train and commuter rail access and bike accessibility	See Responses to Frequent Comments OS-1 and PB-3. The Project's updated Purpose and Need (Section 2.1 of this NPC) includes providing rail improvements and improving mobility and transportation access within the Project Area.
RE-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
RE-3	Climate Change	GHG Reductions	Train rail and bike transit help increase the sense of community and reduce GHG emissions.	Noted.
Victoria Stock 12/5/17				
VS-1	West Station	Cost	Will it be less expensive to install the West Station Rail later?	See Response to Frequent Comment WS-2.
VS-2	West Station/Streets	timing	Will it be easier to install the West Station Rail AFTER the new roads and neighborhoods have been built?	See Response to Frequent Comment WS-2.
VS-3	Traffic	Future	Will it be more convenient for future residents of the neighborhood created in the Allston Rail Yards to be totally car dependent?	Future residents in the BPY will have many transportation options available that are alternatives to private automobiles, including walking, biking, buses and commuter rail.
VS-4	Rail	Impacts	How does lack of a reasonable city rail system affect moderate and low income residents?	This comment is outside the scope of the Project. The SDEIR will review Project impacts, including those on low income residents (i.e., Environmental Justice populations).
VS-5	Rail	Impacts	How are businesses affected by the low luster performance of the MBTA?	This comment is outside the scope of the Project. The SDEIR will review Project impacts, including those relevant to the MBTA.
VS-6	Cost	Roads vs. Rail	Do all roads pay for them-selves like the MBTA is expected to?	Finance plans are in development, and more details will be provided when they become available.
Lisa Smith 12/5/17 & 2/8/18 LSM 1 and 2 . #2 -same as D. Iles #1-16				
LSM-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Ben Armstrong 12/6/17				
BA-1	Public transit	Options	Include public transit options as part of project	See Response to Frequent Comment TF-6.
Louise Johnson #1 12/6/17				
LJ1-1	Public Transit	Timing	public transportation part of this plan is restored to the first phase	See Responses to Frequent Comments WS-2 and TF-6.
Louise Johnson #2 – editorial only 12/20/17				
Louise Johnson and Nina Lydia - editorial only 2/8/18				
Richard Ferrante 12/20/17				
RF-1	West Station	Timing	Do not delay construction	See Response to Frequent Comment WS-2.
Robert Allison 1 12/21/17				
RA1-1	West Station	Need	Build station	See Response to Frequent Comment WS-4.
Robert Allison 2 2/1/18				
RA2-1	Ped/Bike	Design	Provide better paths	See Responses to Frequent Comments PB-3 and OS-1.
EO-1 Brownsberger 12/21/17				
EO1-1	West Station	Need	Include station and build early	See Responses to Frequent Comments WS-2 and WS-4.
Virginia Foote 1 VF 12/21/17				
VF1-1	West Station	Need	Build station	See Response to Frequent Comment WS-4.
Virginia Foote 2 VF 2-1 through VF2-16 same as Debra Ilsles 02/03/18				
Rick Holahan 12/6/17				
RH-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
William Paquette 12/6/17				
WP-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Christopher Cassa 1 12/7/17				
CC-1	Ped/Bike	Connection	Build connectivity to edge of GJR bridge if possible	See Response to Frequent Comment RA-2.
CC-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
CC-3	Open Space & Rec	Maximize	Reclaim more river space for public use	See Response to Frequent Comment OS-1.
Crispin Weinberg 12/8/17				
CW-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
CW-2	Transit/Ped	Bus Connections	Rapid bus routes and bike path connections to major routes along Charles	See Response to Frequent Comment TF-5. New or enhanced pedestrian/bicycle connections to the Charles River Reservation will be provided at Cambridge Street and the new SFR ramps to Cambridge Street South. The Project will also continue to advance development of a pedestrian/ bicycle connection from the Agganis Way area to the PDW path for potential inclusion into the Projects Build Alternative.
CW-3	Ped	Access Location	Ped access connecting lower Allston with Allston Village	See Responses to Frequent Comments TR-1 and TF-5.
Carol Hillman 12/8/17				
CHILL-1	Traffic	Increase	More traffic in Brookline, use rapid transit instead	See Response to Frequent Comment TF-3.
CHILL-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
CHILL-3	Rail	Design options / Use	Why couldn't part of the existing Allston Depot (Regina's Pizza) be used for inbound and a platform for outbound be constructed? ~~Use of Allston depot for inbound trains with construction of new outbound platform~~	See Response to Frequent Comment RA-5.
Jacob Meunier 12/8/17				
JM-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
JM-2	Highway	Design Preference	Select At grade	See Response to Frequent Comment HA-1.
Letter with 21 co-signatories including some Task Force members cover by Robertson (TF) 12/8/17				
Jessica Robertson **Jason Desrosier**				
Henrietta Davis				
Richard Dimino				
Bruce Houghton **Anthony D'Isidoro** **Marc Kadish**				

ID	Issue 1	Issue 2	Comment Excerpt	Response
Wendy Landman **Harry Mattison** **Andrew MaFarland** **Pallavi Mande** **Michelle Meiser** **Steven Miller** **Galen Mook** **Tom Nally** **Ari Ofsevit** **Bob Sloan** **Stacy Thompson** **Margaret Van Deusen** **Renata von Tscharner** **Emma Walters**				
TF-1	Public Involvement	Timing & subject matter	Requests 5 workshops with specific topics	Noted.
TF-2	Public Involvement	Extension request	Requests 45 day extension to March 5, 2018	Noted.
Karen Smith 12/10/17				
KSM-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
Claire Stampfer 12/7/17				
CST-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
CST-2	Rail	Design options / Use	Why couldn't part of the existing Allston Depot (Regina's Pizza) be used for inbound and a platform for outbound be constructed?	See Response to Frequent Comment RA-5.
David Kroop 12/11/17				
DK-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
Jon Puz 1 12/11/17 and 2 2/7/2018, letter 2 = same as D.Iles #6-12, 15 and 16 (JPUZ2-1 thru JPUZ2-10)				
JPUZ-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
JPUZ-2	Open Space & Rec	Prioritize	Prioritize Parkland	See Response to Frequent Comment OS-1.
JPUZ-3	Transit	West Station	Station should be a major bus, rail & transit-oriented hub	See Responses to Frequent Comments TF-6 and TR-1.
John Bockian 02/07/18				
JBO-1	Transit	Connections	Include station and provide public transit connections (bus and shuttle) to the station	See Response to Frequent Comment TF-5.
JBO-2	Ped/bike	Mitigation	Improve walk/bike options along Charles as mitigation	See Response to Frequent Comment OS-1.
Joyce DiBona 02/07/18				
JDI-1	Ped/Bike	Design Preference / Safety	Separate bike/ped pathways for safety; supports Walk Boston & CRC	See Responses to Frequent Comments: OS-1 PB-2 &3 TR-1 MI-1
Lauren Mattison – LMATT 1-11 = same as D. Iles #6-16 02/07/18 **Lawrence DiCara 02/07/18**				
LD-1	Highway	Design Preference	Supports all at-grade: lowest cost, minimizes construction disruption & schedule risk, enhances ped/bike connectivity & safety, supports complementary river's edge mods and allows for development & placemaking opps above highway	See Response to Frequent Comment HA-1.
Lee Biernbaum 02/07/18				
LeeB-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
LeeB-2	Transit	connections	Include N/S bus/ped/bike connections	See Response to Frequent Comment TF-5 and Section 2.2.2.3 of the NPC.
LeeB-3	Streets	Design	Human scaled streets	See Response to Frequent Comment TF-4.
Liberty S. Collom 02/07/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
LSC-1	Ped/Bike	Design Preference	Supports Walk Boston	See Responses to Frequent Comments: PB-2 &3 TR-1 MI-1
Lisa Ravicz 02/07/18				
LRAV-1	Ped/bike	Design	Improve Charles River walkway and bike path	See Responses to Frequent Comments PB-3 and OS-1.
Brookline Greenspace Alliance 02/07/18				
BGA-1 BGA-2	West Station Transit	Timing Bus routes	making the Station part of the current phase of the project north-south bus corridor at West Station that also provides for bicycle commuting will allow enhanced cross-town connections	See Response to Frequent Comment WS-2. See Response to Frequent Comment TF-5.
BGA-3	Ped/Bike	Design	A SDEIR should include opportunities for new bicycling and walking connections so that outdoor recreational/commuting options are enhanced along, and to, the Charles River.	See Response to Frequent Comment PB-3.
BGA-4	Ped/Bike	Design preference	modest extension of the shoreline, safe separated paths for walking and biking along the Charles could be created and a gradual slope at the river edge, supports Sasaki/Walk Boston	See Responses to Frequent Comments: PB-2 &3 TR-1 MI-1
BGA-4.1	Highway	Design Preference	Monies saved by building the highway at grade can be applied to…West Station; improved, expanded parkland….and new footbridges…that connect Comm Ave… to…river's edge park.	Project costs will be further described in the SDEIR.
BGA-4.1	Cost	Priorities	Monies saved by building the highway at grade can be applied to…West Station; improved, expanded parkland….and new footbridges…that connect Comm Ave… to…river's edge park.	Project costs will be further described in the SDEIR.
BGA-5	Impacts	Long term	Explore environmental impacts (long term)	Subsequent environmental filings will include an analysis of direct, indirect and cumulative environmental impacts as required under state and federal environmental review.
Louis Gudema 02/07/18				
LG-1	Ped/Bike	Design	Make safe bike & walking lanes a priority	Generous bicycle and pedestrian paths are separated throughout.
Lydia Bunker 02/07/18				
LB-1	Ped	Design	Include new design for expanded ped walkways	See Response to Frequent Comment PG-3.
MIT – Israel Ruiz 02/07/18				
MIT-1	West Station	Timing	Build early: West Station is key to using the GCR line….Losing this critical piece of regional transportation until 2040 increases the chance of gridlock…and jeopardizes economic growth.	See Responses to Frequent Comments WS-2 and RA-2.
MIT-2	Transit	Replace GJR	Replace GJR bridge in HV as urban rail connection w/ 2 track profile and adjacent community path	See Responses to Frequent Comments RA-2 and RA-4.
Nina Cohen 02/07/18				
NVC-1 NVC-2	West Station Transit	Timing Include	Build early Plan and construct all modes of transportation	See Response to Frequent Comment WS-2. See Response to Frequent Comment TF-6.
NVC-3	Ped/Bike	Design Preference	Support Sasaki plan for filling river, widen paths along River	See Response to Frequent Comment PB-2.
NVC-4	Open Space & Rec	Mitigation	Provide new parkland as mitigation for taking parkland to build highway	In accordance with EEA Article 97 policy, compensatory parkland will be provided for any state parkland impact by the Project.
NVC-5	Ped/Bike	Connections	Increase connections between local streets and river paths	See Response to Frequent Comment PB-1.
Ruthann Rudel 02/07/18				
RRU-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
RRU-2	Streets	Design	Human scaled streets with connections to Charles, better bike /ped along Charles	See Response to Frequent Comment TF-4.
RRU-3	Ped/Bike/Rail	Design/location	Creation of the proposed People's Pike pedestrian and bicycle path between Franklin Street and the Charles River by flipping the rail lay-up yard,	See Responses to Frequent Comments WS-3 and PB-6.
RRU-4	Ped/Bike	Timing	Franklin Street footbridge should be built in the first phase	See Response to Frequent Comment PB-5.
RRU-5	Ped/Bike	Design	Explore alternatives for improving the PDW Path near the BU Bridge. There are opportunities to shift the trail away from Soldiers Field Road, onto the river's edge or along an adjacent boardwalk.	See Response to Frequent Comment PB-2.
RRU-5.1	Highway	Design Preference	Viaduct is not needed - Build at-grade	See Response to Frequent Comment HA-1.
RRU-5.2	Cost	Priorities	Not building the viaduct will save time and tens of millions of dollars in construction costs, which can be better spent to provide new transit, bike, and walking connections.	See Response to Frequent Comment HA-1.
RRU-5.3	Highway	Air Rights	A surface option will also make air rights developments possible at a future date.	See Response to Frequent Comment HA-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
RRU-6	Transit	Parking	Essential component of a multi-modal transit center at the I-90 interchange is increased parking capacity…A large subsurface parking facility will enable the mode shift…to unclog our city streets.	The Project will not include parking at West Station for commuters. Providing parking at the station would draw more cars into the neighborhood, exacerbating the current traffic problems, and would be contrary to the goals of the Project. Large parking facilities to "intercept" cars and provide opportunities for commuters to transfer from automobiles to public transit are more appropriately located outside the urban core at the terminus of transit lines (e.g., at Alewife and Riverside Stations).
Sanford Goldfless 02/07/18				
SG-1	West Station	Plan	Transport master plan or masterplan alternatives continue to be funded even though actual construction of West Station needs to be delayed.	Transportation master planning is outside the scope of this Project. West Station will be designed consistent with MBTA plans and existing area plans. See Response to Frequent Comment WS-2.
Sarah Fields 02/07/18				
SFI-1	West Station	Timing	Build West Station now	See Response to Frequent Comment WS-2.
SFI-1.1	Transit	Bus Connections	A north-south bus corridor at West Station is crucial for making long-desired transit connections	See Response to Frequent Comment TF-5 and Section 2.2.2.3 of the NPC.
SFI-2	Highway	Design Preference	Don't build the viaduct	See Response to Frequent Comment HA-1.
SFI-2.1	Cost	Priorities	Not building the viaduct will save time and tens of millions of dollars in construction costs, which can be better spent to provide new transit, bike, and walking connections.	See Response to Frequent Comment HA-1.
SFI-2.2	Highway	Air Rights	A surface option will also make air rights developments possible at a future date.	See Response to Frequent Comment HA-1.
SFI-3	Open Space & Rec/Bike/Ped	Improve	Improve parkland and trail amenities in the Throat (also support Unchoke the Throat)	See Response to Frequent Comment PB-2.
SFI-3.1	Ped/Bike	Design preference	Supports Walk Boston / Charles River Conservancy #UnchokeTheThroat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
SFI-4	Streets	Design	Create a network of safe, multimodal, and human-scaled streets in the prop neighborhood	See Response to Frequent Comment TF-4.
SFI-4.1	Ped/Bike	Design preference	Allow for People's Pike pedestrian and bike path and Franklin St footbridge	See Response to Frequent Comment PB-6.
Steven Pell 02/07/18				
SPELL-1	Streets	Traffic Impact	Opposes additional cars across new Malvern St. Bridge into North Brookline via Babcock, Pleasant & St. Paul Streets	See Response to Frequent Comment TF-3.
Thomas Rego 02/07/18				
TR-1	Ped/Bike	Design Preference	Support Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Walter Willett 02/07/18				
WWIL-1	West Station	Timing	Build station from beginning of project	See Response to Frequent Comment WS-2.
Wendy Frontiero 02/07/18				
WF-1	Ped/Bike	Design Preference	Support CRC and Walk Boston by unchoking the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Abigail Cox 2/8/18				
ABCX-1	Streets	Traffic impact	Opposed to vehicle bridge on Malvern that would increase congestion in neighborhood	See Response to Frequent Comment TF-3.
Ajay Sequeira 2/8/18				
AJS-1	West Station	Timing	Build ASAP	See Response to Frequent Comment WS-2.
AJS-2	Ped/Bike	Design Preference	follow best practices of urban design in creating pedestrian and bicycle connections	See Response to Frequent Comment PB-3.
AJS-3	Open Space	Improve / Enlarge	enlarge the park area near the river, choosing native plants where possible.	See Response to Frequent Comment OS-1. Park design will include native plantings.
Alex Epstein 2/8/18				
AE-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
AE-2	Highway	Design preference	Don't build viaduct, surface option	See Response to Frequent Comment HA-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
AE-3	Ped/Bike	Design Preference	Supports Walk Boston's unchoke	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
AE-4	Streets	Design	Human scale safe streets in new neighborhood	See Response to Frequent Comment TF-4.
Andrew Robertson 2/8/18				
AR-1	Ped/Bike	Design Preference	Supports unchoke by Sasaki	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Ann Bevan Hollos 2/8/18				
ABE-1	Ped/Bike	Design Preference	Support Walk Boston & CRC throat design	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Ann Hershfang 2/8/18				
AHER-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
AHER-2	Transit	Bus Route	Provide within Allston and between Harvard Sq & Longwood area	See Response to Frequent Comment TF-5.
AHER-3	Ped/bike	Design	Broaden 8 foot wide paths along River	For most of the riverfront park area, the paths are currently 10' wide. As the plans develop, path widths can be adjusted.
AHER-4	Ped/Bike	Design Preference	Supports Walk Boston's design	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Bob Pessek & Nancy Grilk 2/8/18				
BP/NG-1	West Station	Timing	Build a.s.a.p.	See Response to Frequent Comment WS-2.
BP/NG-2	Ped/Bike	Design	Cantilever separate bike/ped walkways with plantings separate from traffic on Storrow	See Response to Frequent Comment PB-2.
Brian Burke - Microsoft 2/8/18				
BBM-1	West Station	Timing	Include in first phase	See Response to Frequent Comment WS-2.
BBM-2	Transit	Design	Designed as multi modal hub (N/S bus routes / GCR will bike and ped traffic access)	See Response to Frequent Comment TF-5.
BBM-3	Environmental Impacts	Ped/bike connections and access	Impact of viaduct; other options would have far less env impact and prov opp for ped/bike along and across River	See Response to Frequent Comment HA-1. Impacts associated with all options will be further analyzed in the SDEIR
Brian Conway 2/8/18 (Henrietta Davis' 1/24/18 submittal:)				
BC-1	West Station	Timing	West Station – implement for first phase	See Response to Frequent Comment WS-2.
BC-2	Transit	Design/Timing	Transit and Multi-Modal Planning – implement now, not in 2040.	See Response to Frequent Comment TR-1.
BC-3	Rail	Reconstruct GJR	Grand Junction Rail Bridge over Soldiers Field Road – reconstruct as part of I-90 Project.	See Response to Frequent Comment RA-2.
BC-4	Streets	Design	Right-Turn-Only Exit to River Street from Soldiers Field Road – retain a narrow one-lane exit ramp, designed with improved pedestrian/bicycle path.	See Response to Frequent Comment TF-2.
BC-5	Ped/bike	Design	Underpass under River Street Bridge for Pedestrians, Joggers, and Cyclists – support as part of future River Street Bridge reconstruction project.	See Response to Frequent Comment PB-4.
BC-6	Traffic	Travel times	Cambridge Access to/from the Turnpike – study expected travel times and develop acceptable traffic management plans.	An analysis of travel times through the interchange area will be provided in the SDEIR.
BC-7	Noise	Cambridge Mitigation	Noise – develop effective noise barriers and other features to reduce existing harmful noise impacts from Turnpike on Cambridgeport, Riverside and Magazine Beach Park.	See Response to Frequent Comment NO-1.
BC-8	Noise	Mitigation	Throat," – develop new, comprehensive alternative that reduces current noise levels, is visually attractive from Cambridge, and has positive impact on Paul Dudley White Path.	See Response to Frequent Comment NO-1. Further details will be included in the SDEIR.
BC-9	Highway	Design	Width of Pike – reconstruct to be as narrow as possible; do not build wider travel lanes and wide shoulders that do not exist in any other parts of the Pike between Route 128 and the Pru Tunnel.	See Response to Frequent Comment PW-1.
BC-10	Open Space & Rec Ped/Bike	Improve/Enhance	Parkland and PDW Path – design the riverfront to enhance this world-class environmental resource, increasingly used for both commuting and recreation.	See Response to Frequent Comment OS-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
BC-11	Construction/Traffic/ Noise	Mitigation	Construction Mitigation and Project Compensation – develop detailed action plan to mitigate impacts from years of disruption, reduce construction noise, and effectively manage expected heavier traffic on Memorial Drive, Western Avenue, Massachusetts Avenue, the many bridges over the Charles River, and Cambridgeport and Riverside neighborhood streets.	See Responses to Frequent Comments MI-1 and NO-1.
BC-12	Ped/bike	Construction Term provisions	Pathways on Cambridge side of Charles River – improve to accommodate increased use while PDW Path is closed during construction.	Pathways on Cambridge side of River were recently improved as part of Magazine Beach improvements.
Brookline Select Board 2/8/18				
BBOS -1 BBOS-2	Transit Streets	Connections and timing Uses	Transit oriented development w/ N/S ped/bike/transit only connection via Malvern Street bridge; inclusion of West Station phase 1 Prohibit general vehicle access so the south of site- do not allow traffic on Malvern St. Bridge; if option to use Malvern pursued, develop new proposal solves traffic distribution w/out creating negative traffic impacts to residential streets	See Responses to Frequent Comments TF-5 and WS-2. See Section 2.2.2.3 for information about the Malvern Street Transitway. See Response to Frequent Comment TF-3.
BBOS-3	Traffic	Study	Study impact on adjacent street network south of site and Malvern St Bridge: part of Phase 1 open to ped/bike only; transit defined; possibly allow non MBTA bus shuttles of public/private institutions, transit uses subject to public comment, constructed to discourage accidental use by private vehicles, modifications will require notification and concurrence of MassDOT, City, and Town	See Response to Frequent Comment TF-5.
Cambridgeport Neighborhood Association 2/8/18				
CNA-1	Transit	Multimodal	Transit plan must be multimodal and consider both sides of River	MassDOT is collaborating with MAPC and others on a separate Long-Term Transit Study for the area, which will include Cambridge.
CNA-2 CNA-3	Rail Streets	Rebuild GJR Design	Rebuild GJR as light rail ped path now Provide easy on/off access I-90 Cambridge with right turn off SFR onto River St.	See Response to Frequent Comment RA-2. See Response to Frequent Comment TF-2.
CNA-4	Noise	Construction term Mitigation	Provide noise mitigation blocking highway sound from cross over river during and after construction	See Response to Frequent Comment NO-1 and MI-1.
CNA-5	Open Space & Rec Ped/Bike	Design Preference	Add to parkland – supports Sasaki's unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
CNA-6	Mitigation	Funding	Fund Phase 2 improvements to Magazine Beach as part of mitigation	See Response to Frequent Comment MI-1. Project mitigation is under development and will be included in the SDEIR.
Carl Larson 2/8/18				
CL-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
CL-2	Highway	Design	Don't build viaduct, build surface	See Response to Frequent Comment HA-1.
CL-3	Ped/Bike	Design preference	Supports Walk Boston's unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
CL-4	Streets	Design	Provide safe-human scaled streets in new neighborhood	See Response to Frequent Comment TF-4.
Carol Lee Rawn 2/8/18				
CLR-1	Ped/Bike	Design Preference	Supports Walk Boston's unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
CLR-2	Highway	Design Preference	Optimize multi modal connections with surface option not viaduct	See Response to Frequent Comment HA-1.
CLR-3	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
Carol O'Hare/Walter McDonald 2/8/18				
CO/WM-1	Streets	Design	Retain 1-lane westbound exit from SFR to River St. Bridge	See Response to Frequent Comment TF-2.
CO/WM-2	Noise	Construction term Mitigation	Reduce construction period noise impacts and limit nighttime and weekend noise	See Response to Frequent Comment NO-1. Construction noise impact and control measures will be evaluated in the SDEIR.
CO/WM-3	Noise	Post construction mitigation	Post construction noise from road and rail use	See Response to Frequent Comment NO-1.
CO/WM-4	Noise	Mitigation	Include noise walls to reduce impacts to Magazine Beach, Cambridgeport & Riverside neighborhoods	See Response to Frequent Comment NO-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
CO/WM-5	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
CO/WM-6	Highway	Design	Reconstruct Pike as narrow as possible	See Response to Frequent Comment PW-1.
CO/WM-7	Traffic/Noise	Construction term Mitigation	Provide detailed action plan to mitigate impacts from years of construction noise, and effectively manage expected heavier traffic on Mem. Dr, Western Ave, Mass Ave, many bridges over Charles River, and Cambridgeport and Riverside neighborhood streets.	See Response to Frequent Comment NO-1 and MI-1. Construction noise impact and control measures will be evaluated in the SDEIR.
Charlie Denison 2-8-18				
CD-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
CD-2	Streets	Design	New local streets human scaled as few lanes and possible	See Response to Frequent Comment TF-4.
CD-3	Transit	Connections	Add N/S thru project area for ped/bike/transit w/ additional connections between south side of I-90 & the Charles River	See Response to Frequent Comment TF-5.
CD-4	Highway	Design	Build I-90 at grade- roadway no wider than today	See Responses to Frequent Comments HA-1 and PW-1.
CD-5	Open Space & Rec	Expand	Expand CR parkland and create bigger buffer between path and roadways	See Response to Frequent Comment PB-2.
David Lund 2/8/18				
DLND-1	Highway	Design Preference	Prefers ABC	See Response to Frequent Comment HA-1.
DLND-2	Ped/Bike	Design Preference	Endorses Walk Boston – ped/bike boardwalk over water in throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
DLND-3	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
Deborah Reisman 2/8/18– editorial only no response required				
Diana Spiegel PETITION -signed by 106 people + 7 additional 2/8/18				
PETITION-1	Streets	Design	Opposed to N/S roadway connection – increased traffic through Brookline	See Response to Frequent Comment TF-3.
East Coast Greenway Alliance 2/8/18				
ECGA-1	Ped/Bike	Design Preference	Construct boardwalk over river or build wider path with landscaping to mitigate air/noise pollution. Support Walk Boston & CRC, Livable Streets alliance, Boston Cyclists Union & MA Bicycle Coalition	See Response to Frequent Comment PB-2.
Elizabeth McNerney 2/8/18				
EGC-1	West Station	Timing	Expedite construction	See Response to Frequent Comment WS-2.
EGC-2	Transit	Bus Routes	Include North Allston- Comm Ave bus route	See Response to Frequent Comment TF-5.
EGC-3	Highway	Design preference	Construct at grade which will enhance bike/ped experience	See Response to Frequent Comment HA-1.
Elizabeth Minnis 2/8/18				
EMIN-1	Highway	Design	Keep highway elevated in order to ensure adequate paths at ground level in relationship to river for peds, separated from bike and rail	The Modified Highway Viaduct option continues to be under consideration with full analysis to be presented in the SDEIR, along with the Modified At-Grade and SFR Hybrid options. See Section 2.3.4 Open Space and Recreation and Section 2.3.7 Pedestrian and Bicycle of the NPC for a description of pedestrian and bicycle paths and user experience within the Project Area.
Elizabeth Tapper & Peter Simkin 2/8/18				
ET/PS-1	Streets	Traffic Impacts	Opposed to traffic increase onto North Brookline streets	See Response to Frequent Comment TF-3.
Ellery Schempp 2-8-18				
ESC-1	Ped/Bike	Design Preference	Support Walk Boston's ideas	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Eran Egozy 2/8/18				
EE-1	Ped/Bike	Design Preference	Support CRC ideas	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Fruzsina Veress 2/8/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
FV-1	Ped/Bike	Design Preference	Supports Walk Boston and CRC ideas	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Hazel Ryerson 2/8/18				
HR-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
HR-2	Open Space & Rec	Design	Maximize parkland along River	See Response to Frequent Comment OS-1.
HR-3	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
Jacqueline Cygelman 2/8/18				
JCY-1	Ped/Bike	Design Preference	Supports Unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
JCY-2	Ped/Bike	Amenities	Add a water fountain or 2	Final park design details will be advanced in the future after the identification of the Preferred Alternative for the Throat Area.
Janie Katz-Christy 2/8/18				
JKC-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
JKC-2	Highway	Design Preference	Do not build viaduct due to cost and construction speed, retain multimodal accessibility to river	See Response to Frequent Comment HA-1.
Jeff Byrnes 2/8/18– JBY same as D. Iles #1-16				
Jennifer Gilbert 2/8/18				
JGIL-1	West Station	Timing	Build in first Phase	See Response to Frequent Comment WS-2.
JGIL-2	Ped/Bike	Design	Separate paths for bike/ped between Charles River Park and BU bridge	See Response to Frequent Comment PB-2.
JGIL-3	Ped/Bike	Design	Study boardwalk and use of fill mitigate impacts on river by restoring degraded bank into living shoreline of native vegetation	See Response to Frequent Comment PB-2.
Jim Batchelor 2-8-18				
JBAT-1	Streets	Traffic Impacts	Opposed to bus-only bridge at Malvern St (bc likely to become all traffic) support for only foot & bike	See Response to Frequent Comment TF-5.
JBAT-2	Traffic	Analysis	Vehicles on Malvern St. - street network along Comm Ave & thru N. Brookline can't handle capacity/volume of additional traffic. Analysis of impacted intersections needs to include LMA and Rte 9	See Response to Frequent Comment TF-3.
Joel N. Weber II 2/8/18				
JNW-1	Rail	Study GJR	Study elimination of GJR connection thru Throat Area	As described in the NPC, elimination of GJR through the Throat Area is not a feasible option and will not be considered by the MassDOT.
JNW-2	Streets	Study SFR	Study elimination of SFR thru Throat Area	The elimination of SFR through the Throat Area is not a feasible option and is not under consideration by MassDOT. See Section 2.3.8 of the NPC.
JNW-3	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
JNW-4	Rail	Service	Maintain two commuter rail tracks thru project area on weekdays at rush hour throughout construction	See Response to Frequent Comment WS-6.
JNW-4.1	Construction	Congestion Mitigation	Congestion tolling should be used during any lane reductions that might be necessary during construction to provide further incentives to drivers to take the commuter rail.	See Response to Frequent Comment MI-1. MassDOT will consider a wide range of potential construction phase mitigation measures, including the possibility of implementing congestion pricing during lane restrictions on I-90.
JNW-5	Transit	Bus Routes	Ability to run N/S bus or possibly future Green Line Service thru West Station	See Response to Frequent Comment TF-5.
John Hayes 2/8/18				
JH-1	Ped/Bike	Design	Consider bike/ped in design and also improve	See Response to Frequent Comment PB-3.
John McQueen 2/8/18				
JMCQ-1	West Station	Timing	Build [multimodal and] early –opposes postponement of construction	See Response to Frequent Comment WS-2.
JMCQ-2	Highway	Design	Remove I-90 and rail barrier separating Allston from south and impedes access to River	See Response to Frequent Comment OS-1.
JMCQ-3	Highway	Design	Reconstruct highway at – grade	See Response to Frequent Comment HA-1.
JMCQ-4	Streets	Design	Build N/S surface extension to connect East Lane/ Allston w/ Babcock/Malvern Brookline	See Response to Frequent Comment TF-5.
JMCQ-5	Rail	Layover Timing	Phase 1 do not include train layover facilities as part of West Station	See Response to WS-5 and RA-3, as well as the Purpose and Need (Section 2.1 of the NPC).

ID	Issue 1	Issue 2	Comment Excerpt	Response
John Miner 2/8/18				
JMIN-1	Highway	Design	construct highway at – grade	See Response to Frequent Comment HA-1.
John Zinky 2/8/18				
JZ-1	West Station	Timing	Build as part of phase 1	See Response to Frequent Comment WS-2.
JZ-2	Rail	Reconstruct GJR	Reconstruct as part of project	See Response to Frequent Comment RA-2.
JZ-3	Traffic	Travel times	Study expected travel times and develop management plans for Cambridge access to/from Pike	An analysis of travel times through the interchange area will be provided in the SDEIR.
JZ-4	Ped/Bike	Access	Underpass River street bridge for ped/bike as part of future River St Bridge reconstruction project	See Response to Frequent Comment PB-4.
Jordan Krechmer 2/8/18				
JK-1	West Station	Timing	Build immediately	See Response to Frequent Comment WS-2.
JK-2	Highway	Design	Reconstruct highway at – grade	See Response to Frequent Comment HA-1.
JK-3	Streets	Design	Streets should be downscaled to make efficient for people not cars	See Response to Frequent Comment TF-4.
Kevin Carragee/Ellen McCrave 2/8/18				
KC/EM-0	Transit	Multimodal	We ask that this major initiative involve the planning and construction of a multi-model project. This project should include a commuter rail stop and improved bus services.	See Response to Frequent Comment WS-4 and the Purpose and Need (Section 2.1 of the NPC). These elements are included in the Project.
KC/EM-1	Highway	Design preference	Reconstruct highway at – grade	See Response to Frequent Comment HA-1.
KC/EM-2	Open Space & Rec	Design	Expand green space along Charles and provide better access to river by ped/bike	See Response to Frequent Comment OS-1.
Kevin Wilson 2/8/18 (Henrietta Davis' 1/24/18 submittal:)				
KW-1	Transit	Planning/Timing	Implement transit & multi model planning now not in 2040	See Response to Frequent Comment TR-1.
KW-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
KW-3	Rail	Reconstruct GJR	Reconstruct as part of project	See Response to Frequent Comment RA-2.
KW-4	Streets	Design	Retain 1-lane westbound exit from SFR to River St. Bridge	See Response to Frequent Comment TF-2.
KW-5	Streets	Access	Underpass River street bridge for ped/bike as part of future River St Bridge reconstruction project	See Response to Frequent Comment PB-4.
KW-6	Traffic	Travel times	Study expected travel times and develop management plans for Cambridge access to/from Pike	An analysis of travel times through the interchange area will be provided in the SDEIR.
KW-7	Noise	Mitigation	Develop effective noise barriers and other features to reduce impacts to Magazine Beach, Cambridgeport & Riverside neighborhoods	See Response to Frequent Comment NO-1.
KW-8	Noise	Mitigation	Develop an alternative that reduces current noise levels and is visually attractive from Cambridge	See Response to Frequent Comment NO-1.
KW-9	Highway	Design	Reconstruct Pike as narrow as possible	See Response to Frequent Comment PW-1.
KW-10	Traffic/Noise	Construction term Mitigation	Provide detailed action plan to mitigate impacts from years of construction noise, and effectively manage expected heavier traffic on Memorial Drive, Western Avenue, Massachusetts Avenue, many bridges over Charles River, and Cambridgeport and Riverside neighborhood streets.	See Response to Frequent Comment NO-1 and MI-1. MassDOT will continue work with the City of Cambridge and residents of Cambridgeport to develop a detailed set of construction phase noise impact and traffic mitigation control measures. The proposed mitigation plan will be described and evaluated in the SDEIR.
KW-11	Ped/Bike	Construction term Mitigation	Improve pathways on Cambridge side of River to accommodate increased use while PDW Path is closed for construction	See Response to Frequent Comment MI-1. Construction Period mitigation measures are currently being developed and will be included in the SDEIR
Andy Gluck 2/8/18				
AG-1	Ped/Bike	Design Preference	Supports Walk Boston & CRC design	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Kimberly Gluck 2/8/18				
KG-1	Ped/Bike	Design Preference	Supports Walk Boston & CRC design	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Kristin & Ilan Levy 2/8/18 =KIL same as Kevin Wilson #1-11				
Kristine Jelstrup 2/8/18= KJ same as Kevin Wilson #1-11				
Linda Mar 2/8/18 = LMAR same as D. Iles #1-7, 9, 10 & 11				
Linda Sharpe 2/8/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
LSH-1	Ped/Bike	Design Preference	Supports unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Marc G. Hoffman 2/8/18				
MGH-1	Open Space & Rec	Design	Enhanced parkland along Charles River	See Response to Frequent Comment OS-1.
Marilyn Miller 2/8/18				
MML-1	Transit	Features	Advocate for mass transit, bike/ped paths as priorities	See Response to Frequent Comment TR-1.
Mark Lu 2/8/18				
MLU-1	Ped/Bike	Design Preference	Supports CRC and Sasaki	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Mark Stewart 2/8/18				
MKS-1	Ped/Bike	Design	Support expanded bike/ped paths along River	See Responses to Frequent Comments PB-2 and OS-1.
Matt Carty 2/8/18				
MC-1	West Station	Timing/Design	Build now w/ 2 track service	See Response to Frequent Comment WS-2.
MC-2	Highway	Design	Rebuild highway at-grade	See Response to Frequent Comment HA-1.
MC-3	Streets	Design	Reduce number of lanes in urban grid	See Response to Frequent Comment TF-4.
MC-4	Ped/Bike	Design Preference	Unchoke throat	See Response to Frequent Comment PB-2.
MC-5	Transit	Bus Routes	Create new N/S bus routes	See Response to Frequent Comment TF-5.
MC-6	Ped/bike	Location	Construct new foot bridge near Agganis Way & Armory crossing over highway	See Response to Frequent Comment PB-1.
MC-7	Rail	Design	Ensure design is compatible w/ cycling and ped “GJ Path”	See Response to Frequent Comment RA-2.
Matt Turnbull 2/8/18				
MT-1	Open Space & Rec	Creation	Supports creation of park along riverfront	See Response to Frequent Comment OS-2.
Max Rome 2/8/18 MXR 3-9 = same as D. Iles 7-10, 13, 14, 16				
MXR-1	West Station	Timing	During phase 1	See Response to Frequent Comment WS-2.
MXR-2	Rail/Transit	Design	Investigate rapid transit connections along GJ path	See Response to Frequent Comment RA-2.
Megan Foley 2/8/18				
MF-1	Ped/Bike	Design	Supports safe multi use path along Storrow between BU Bridge and Western Ave.	See Responses to Frequent Comments OS-1 and PB-3.
Melinda Lee 2/8/18				
MLEE-1	Open Space & Rec/Ped/Bike	Design	Supports improvement/expansion of landscaped, ped/bike areas at Throat	See Responses to Frequent Comments OS-1 and PB-3.
Michael Dziedzic 2/8/18= MDZ same as D. Iles #1-16				
Michael Gobler 2/8/18				
MG-1	Highway	Design Preference	At-grade to build out river bank	See Response to Frequent Comment HA-1.
Miguel Espada 2/8/18				
MESP-1	West Station	Timing	Build soon	See Response to Frequent Comment WS-2.
Mike and Nancy O’Hara 2/8/18				
MO/NO-1	Highway	Design Preference	Support at grade as preferred alterative	See Response to Frequent Comment HA-1.
Molly O’Brien 2/8/18				
MOB-1	Transit	Multi modal	Build multi-modal transit connecting Kendall Sq/North Station area to LMA crucial	See Responses to Frequent Comments TF-5 and TF-6.
MOB-2	Ped/Bike	Design Preference	Supports H. Davis’ letter	Noted.
Nancy Kohn 2/8/18				
NK-1	Highway	Design Preference	Supports at grade	See Response to Frequent Comment HA-1.
Nina Lydia Olff (forwarded Louise Johnson’s email) 2/8/18				
NLO-1	Highway	Design Preference	Supports at grade	See Response to Frequent Comment HA-1.
Nina Pforr 2/8/18				
NPF-1	Highway	Design	Retain right turn from SFR to River Street	See Response to Frequent Comment TF-2.
NPF-2	Ped/bike	Design	Improve ped/bike access in throat area	See Response to Frequent Comment PB-3.
Norah Dooley 2/8/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
ND -1	Transit	More	More transit	See Responses to Frequent Comments TF-5 and TF-6. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC in collaboration with MassDOT, City of Boston and area stakeholders. The study will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
ND-2	Traffic	Less	Less traffic	Traffic increases that may occur in the Project Area are a function of the proposed new land uses not how the interchange ramps get reconfigured by MassDOT. Measures to reduce traffic at the proposed land uses (Traffic Demand Management - TDM) are the responsibility of the developers to implement, and these measures should be identified through the City and State permitting processes for those development projects.
ND-3	Streets	Design	Human scaled streets	See Response to Frequent Comment TF-4.
ND-4	Open Space & Rec	Connections	Parkland w/ connections to Charles River	See Response to Frequent Comment OS-1.
ND-5	Highway	Design Preference	Support all at grade	See Response to Frequent Comment HA-1.
Norma Barrett 2/8/18= NB= same as K. Wilson #1-11				
Olivia Turner 2/8/18				
OT-1	West Station	Timing	Prioritize	See Response to Frequent Comment WS-2.
OT-2	Ped/bike	Design	Improve	See Response to Frequent Comment PB-3.
Peter Lubetsky PLUB 2/8/18 = same as K. Wilson #1-11				
Richard Snyder 2/8/18				
RSN-1	Streets	Traffic Impacts	Opposes vehicular access via widened Malvern Street bridge – traffic affecting local streets	See Response to Frequent Comment TF-3.
Richard Voos 2/8/18				
RV-1	Transit	Design	Transit oriented development	See Response to Frequent Comment TR-1. The reconfiguration of the Allston ramp system, realignment of the I-90 mainline, and construction of a multi-modal West Station will create the infrastructure framework necessary for the landowner (Harvard) to build Transit Oriented Development (TOD) in the former BPY.
RV-2	Streets	Design	Human-friendly street design: safe & slow	See Response to Frequent Comment TF-4.
RV-3	Ped/bike	Access	Ped and bike access	See Responses to Frequent Comments PB-1 and PB-3. .
RV-4	Ped/Bike	Connections	Connectivity from new neighborhood to existing facilities	See Response to Frequent Comment PB-1.
RV-5	Visual	Impacts	Minimize “great wall” effect caused by Pike and rail	Pedestrian and vehicular access over/through the Pike and rail will help to open the “great wall”. Where the pike and rail are a barrier to access and visual barrier, grading and planting can help to mitigate its impacts.
RV-6	Env/GHG	Impacts	Fails to address immediate and long term environmental issues and GHG reductions	See Response to Frequent Comment AQ-1.
RV-7	Open Space & Rec	Expand	Expand Charles River parkland between BU Bridge & western Ave	See Response to Frequent Comment OS-1.
RV-8	Rail/Ped/Bike	GJR Use	Use GJR bridge for additional ped/bike connection Cambridge & new neighborhood	See Response to Frequent Comment RA-2.
RV-9	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
MassBio Tech Council Robert Coughlin 2/8/18				
MassBIO -1	West Station	Timing	Do not delay construction until 2040	See Response to Frequent Comment WS-2.
Sara Miller 2/8/18				
SMIL-1	Ped/Bike	Design Preference	Supports CRC and Walk Boston unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Scott Abrams 2/8/18				
SAB-1	Ped/Bike	Design	Improve section of path along Storrow between BU Bridge and River Street	See Response to Frequent Comment PB-2.
Scott Johnston 2/8/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
SJ-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
SJ-2	Ped/Bike	Design	Improve choke point in Esplanade	See Response to Frequent Comment PB-2.
Scott Kane 2/8/18				
SKN-1	Ped/Bike	Design	Supports redesign of path within throat	The updated Purpose and Need (Section 2.1 of the NPC) includes updates to the PDW Path. All alternatives allow for separated pedestrian and bicycle paths along the PDW for most of the Throat Area.
Shannon Finley 2/8/18= SHF 1-11 same as K. Wilson 1-11				
SHF-12	Streets	Design	Concern with number of intersections so close in congested area	Since the DEIR changes have been made to the proposed street network for the 3L Re-alignment Alternative that will reduce the number of "short blocks" in the Project; specifically: ● The intersection of Cambridge Street South and Stadium Way has been eliminated and replaced with grade separation. ● The West Connector has been removed to eliminate two short blocks on Cambridge Street South and Cambridge Street. ● The proposed North Connector has been removed from the Project thereby removing the short blocks on East Drive, Cattle Drive and Stadium Way north of Cambridge Street.
SHF-13	Streets	Design	Consideration at East Dr. as one way off I-90 with 3 travel lanes and W. Connection 1 way to I-90 W	A series of alternatives were evaluated in advance of the Project's ENF filing in 2014, including several combinations of one-way north-south streets between Cambridge Street and the I-90 ramps. These alternatives were dismissed because the intersections of these one-way roadways at Cambridge Street would not function adequately from a traffic operations perspective.
Sierra Club - Massachusetts 2/8/18				
SC-1	Streets	Design	New streets should be designed to calm auto traffic & enhance safety of non-motorized modes	See Response to Frequent Comment TF-4.
SC-2 SC-3	West Station Transit	Timing Bus Routes	Build soon Evaluate new T bus routes	See Response to Frequent Comment WS-2. A separate Long-Term Transit Study for the Project Area is being prepared by MAPC, in collaboration with MassDOT, the City of Boston and other stakeholders. The study will include an evaluation of future bus routes in the area.
SC-4	Air Quality	Impacts Layover	Layover yards -diesel engines fumes	The DEIR air dispersion modeling analysis included idling locomotives in the layover area. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
SC-5	Noise	Impacts Layover	Layover yard noise from idling especially during winter months	See Response to Frequent Comment NO-1. The noise assessment includes noise from locomotives idling in the layover yard.
SC-6	Noise	Impacts	Traffic noise to abutting neighborhoods and Cambridgeport	See Response to Frequent Comment NO-1.
SC-7	Air Quality	Impacts	Air pollution from ascending incline	The DEIR air dispersion modeling analysis included evaluating the three Throat Area options that included various inclines and declines. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
SC-8	Highway	Design Preference	Evaluate 2 alternatives at grade -no viaduct	See Response to Frequent Comment HA-1.
SC-9	Ped/Bike	Design Preference	Support CRC and Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
SC-10	Ped/bike	Design	Expand Path w/ possible boardwalk physically separated bike/ped lanes	See Response to Frequent Comment PB-2.
SC-11	Ped/Bike	Design	ADA compliant paths, benches	Paths and site amenities will be ADA compliant.
SC-12	Ped/Bike	Connection	Provide at least one new footbridge to improve access to Comm Ave, Brookline & new neighborhood BETWEEN RIVER ST AND BU BRIDGE	See Response to Frequent Comment PB-1.
Susan Redlich 2/8/18				
SRED-1	West Station	Timing	Transit should be priority – build West Station now	See Response to Frequent Comment WS-2.
SRED-2	Highway	Design preference	Don't' build viaduct, build surface option	See Response to Frequent Comment HA-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
SRED-3 SRED-4	Ped/bike Streets	Improve Design	Provide better ped/bike along river Safe human scale streets in new neighborhood	See Response to Frequent Comment PB-3. See Response to Frequent Comment TF-4.
SRED-5	Stormwater	Design	Maximize stormwater infiltration and minimize dark pavement	The Project will meet the Massachusetts Stormwater Standards.
SRED-6	Ped/Bike	Design Preference	Support Walk Boston and Sasaki	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Tim Mackey 2/8/18				
TMC-1	Ped/Bike	Design Preference	Endorses Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
TMC-2	Highway	Design Preference	Optimize multimodal connections to river thru surface option not viaduct	See Response to Frequent Comment HA-1.
TMC-3	West Station	Timing	Build West Station a.s.a.p.	See Response to Frequent Comment WS-2.
Timothy Cabot 2/8/18				
TC-1	Ped/Bike	Design Preference	Support expansion of ped/bike paths by Sasaki	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Virginia Hathaway 2/8/18				
VH-1	Ped/Bike	Design Preference	Unchoke throat, supports CRC, Walk Boston, & Sasaki	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Worcester Regional Chamber of Commerce 2/8/18				
WCOC-1	Rail	Impacts	Potential track close of 24 months will reinstate bottleneck choking commuter & freight	See Response to WS-6.
WCOC-2	Traffic	Model	Concerns that model used creates greater reliance on vehicular traffic	The CTPS model forecasts mode choice for the study area based on the future transportation infrastructure/services and travel options available to people traveling to/from the Project Area. Modeling for this Project includes transit, highway and pedestrian/bicycle infrastructure improvements in the area including a new multi-modal West Station. Transit-related assumptions have been revised for the SDEIR and the results of the new modeling will be described in the SDEIR.
WCOC-3	Highway	Design preference	Supports alternative of at-grade which maintains main line at grade.	See Response to Frequent Comment HA-1.
WCOC-4	West Station	Temporary	Consider installing a temporary West Station allowing for better connections with other modes including to North Station	Additional mitigation details will be included in the SDEIR, including for transit. See Responses to Frequent Comments MI-1 and WS-2.
WCOC-5	Public Involvement	Task force Representation	Lack of representation from central mass business or commuter community – add rep to focus group	See Response to Frequent Comment PP-1.
A Better City 2/9/18				
ABC-0.1	Public Involvement	Task force Representation	Require a continued robust public Task Force process to provide opportunities for MassDOT to collaborate with all key stakeholders so that the design and development All At-Grade variant can be fairly and equitably progressed.	See Response to Frequent Comment PP-1.
ABC-0.2	Ped/Bike	Design Preference / Safety	The All At-Grade best enhances pedestrian/bicycle connectivity and safety. Compare the Highway Viaduct to the All At-Grade option with regards to pedestrian/bicycle benefits	See Sections 2.2.2.2 and 2.3.7 of the NPC for descriptions of pedestrian/bicycle refinements for the Throat Area options since the DEIR. Pedestrian/bicycle connectivity for all options will also be evaluated in the SDEIR.
ABC-0.3	Rail	Constructability analysis	Impacts to the Worcester Line under the Highway Viaduct scheme compared to the All At-Grade variant should be discussed. Assess whether reduced impacts to the Grand Junction Railroad can be productively achieved.	See Section 2.3.21 of the NPC and Responses to Frequent Comments MI-1, RA-2, and WS-6. Impacts will be further analyzed in the SDEIR.
ABC-0.4	Construction	Durations and impact mitigation	An Interim West Station for early Phase 1 service, together with two-track Worcester Line service and north-south bus connectivity would expand transit options and reduce environmental impacts to support and help mitigate a lengthy construction period, especially considering that I-90 will have reduced capacity because of construction-related roadway and ramp lane closures and detours.	Additional mitigation details will be evaluated in the SDEIR. A conceivable, early bus transit crossing option though the construction zone would be difficult to achieve especially considering the very limited connectivity on the north side of the Project Area. See Responses to Frequent Comments MI-1, WS-2, and WS-6.

ID	Issue 1	Issue 2	Comment Excerpt	Response
ABC-0.5	Costs	Financing Transparency	Provide information on the funding sources and finance methods that can be used to implement the phases of construction, and a "strategy for execution of a plan that goes beyond the perimeter of the project area." MassDOT should share such funding and finance requirements and opportunities in a public process with the Task Force and other stakeholders.	A funding plan for the Project is currently being developed.
ABC-0.6	Project Implementation	Design Preference	Reject consideration of the No-Build option. The DEIR proposes a 'No-Build' option that was never discussed with the Task Force or the public and is totally unacceptable	See Response to Frequent Comment NB-1.
ABC-1	Costs	Breakdown by variation	Present the cost of the Highway Viaduct and All At-Grade Throat variants in identical formats and breakdowns.	See Response to Frequent Comment PC-1.
ABC-2	Costs	Lifecycle	Quantify the total differential life-cycle cost savings that MassDOT will accrue under the All At-Grade variation as compared to the Highway Viaduct	See Response to Frequent Comment PC-1.
ABC-3	Wetlands/WW	Impact/mitig	Provide additional analysis of actions required to mitigate the impact of the All At-Grade option on the Charles River.	A complete analysis of impacts and corresponding mitigation will be included in SDEIR filing. See Response to Frequent Comment MI-1.
ABC-4	Ped/Bike	N/S rendering	Accurately portray the proposed two-new north-south pedestrian/bicycle promenades as shown in the rendering above (labelled "All At-Grade Base Concept", A Better City/NBBJ dated 2/5/18) to be incorporated into all future work product. Properly note the Highway Viaduct variant precludes these promenades.	See Response to Frequent Comment OS-1.
ABC-5	Open Space & Rec Ped/Bike	Design at River's edge	Recognize requests and complimentary river's edge modifications requested by stakeholders, including the better river's edge, added greens-space, and safe and welcoming PDW paths as shown in the rendering above (labelled "All At-Grade w/ Added Green-Space Concept", A Better City/NBBJ dated 2/5/18) and incorporate into all future work product.	See Responses to Frequent Comments: PB-2 & 3 OS-1
ABC-6	Land Use	Placemaking Assessment	Fully assess options in further studies that support and evaluate the wide range of additional development and place-making opportunities that are unlocked under the All At-Grade but are precluded by the Highway Viaduct.	A complete analysis of all options will be included in the SDEIR filing.
ABC-7	West Station	Ridership demand	Review the assumptions used to calculate ridership at West Station using appropriate catchment area assumptions and in light of current ridership at Boston Landing and analysis of potential bus service crossing the interchange noted above.	See Response to Frequent Comment WS-1.
ABC-8	Transit	Demand study	Prepare an updated transit demand study for all public transportation elements including West Station, north/south buses operating across the site, and other related elements with a catchment area and land use assumptions for analysis that includes zones north and south of the rail alignment.	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the I-90 Allston Multimodal Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
ABC-9	West Station/ Transit	Interim station/ Design	Evaluate a design option that includes an Interim West Station to be put in place early in the implementation of Phase 1, with will include through bus service via Malvern Street, connections across the rail tracks and interchange area, and a bus platform with vertical circulation to the rail platform to serve through buses but with no layover berths for buses. Prepare an itemized cost estimate of an interim and permanent station with these connections.	Additional mitigation details will be included in the SDEIR, including for transit. See Responses to Frequent Comments MI-1 and WS-2.
ABC-10	Rail	Layover tracks	Explain the rationale for the increase followed by the decrease in the number of layover tracks in proximity to the proposed site of West Station.	See Responses to Frequent Comments WS-3, WS-5, and RA-3, as well as the updated Purpose and Need (Section 2.1 of the NPC).
ABC-11	Construction	Stage Durations	Since the duration of impacts can be very significant, provide an estimate for the length of each stage of the construction process for each variation, including the no-build alternative.	Conceptual construction durations for each option will be included in the SDEIR.
ABC-12	Construction	Durations and impacts	Adequately account for the total construction duration and impacts under the complex rebuild of the aged Highway Viaduct variant as compared to the simpler construction of all new surface roadways under the All At-Grade variant.	Conceptual construction staging and durations for each option will be included in the SDEIR.
ABC-13	Construction	Constructability analysis	Conduct a more thorough analysis of constructability of alternatives and construction staging.	Conceptual construction staging and durations for each option will be included in the SDEIR.
ABC-14	Mitigation	Strategies during and after construction	Provide more analysis of mitigation strategies during and after construction and for the multiple phases of construction.	See Response to Frequent Comment MI-1. Construction mitigation strategies are currently being developed and will be include in SDEIR filing.
Adam Castiglioni 2/9/18 =AC same as D. Iles #1-16				
Adam Towvim 2/9/18 ATO 7-22 same as D. Iles #1-16				
ATO-1	West Station	Timing	Transit should be priority – build West Station now	See Response to Frequent Comment WS-2.
ATO-2	Highway	Design Preference	Don't' build viaduct, build surface option	See Response to Frequent Comment HA-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
ATO-3	Ped/Bike	Design Preference	Support Walk Boston unchoke throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
ATO-4	Streets	Design	Safe human scale streets in new neighborhood	See Response to Frequent Comment TF-4.
ATO-5	Ped/bike	Connections	Provide better ped/bike from Allston Village/Cambridge Street to river as well as from Babcock Street.	See Response to Frequent Comment PB-1.
ATO-6	Rail	Ped/Bike	Enable rail and bike on rail spur to Kendall Square	See Response to Frequent Comment RA-2.
Alan Moore 2/9/18				
AMO-1	West Station	Timing	Transit should be priority – build West Station now	See Response to Frequent Comment WS-2.
AMO-2	Ped/Bike	Design	Widen Charles River paths	See Response to Frequent Comment PB-3.
AMO-3	Highway	Design Preference	Ground level highway no viaduct	See Response to Frequent Comment HA-1.
AMO-4	Rail	Rebuild GJR	Restore 2 track capacity rebuild GJR	See Response to Frequent Comment RA-1.
AMO-5	Ped/Bike	Design	Build people's pike over River	See Response to Frequent Comment PB-6.
AMO-6	Rail	Ridership	Ridership projections seem low	See Response to Frequent Comment WS-1.
Allston Landing Design Team 2/9/18				
ALDT-1	Streets/Open Space & Rec	SFR Design	Realigning SFR even further than proposed to make room for park	See Response to Frequent Comment OS-1.
ALDT-2	Stormwater	Treatment	Reconsider stormwater treatment options	Stormwater will meet Massachusetts Stormwater Standards.
ALDT-3	West Station	Timing	Support early construction of multi-modal West Station in Phase 1	See Response to Frequent Comment WS-2.
ALDT-4	Streets	Design	Make throat area a safe activity corridor along length of river's edge	See Response to Frequent Comment OS-1.
ALDT-5	Streets	Design	Rethink overall street network -alignment, connections, scale	The Preferred 3L Re-alignment Alternative with street network is described in Section 2.2.2.1.
ALDT-6	Construction Phasing	Further phases	Phases 1a (I-90 and mainline rail, West Station and plaza, sound wall, pike off ramps, stormwater system), and 1b (realignment of SFR west of throat, new neighborhood streets, SW treatment	Conceptual construction staging for each option will be included in the SDEIR.
Allston Village Main Streets 2/9/18				
AVMS-1	West Station/Transit	Timing	Build during phase 1 include N/S bus connections to mitigate construction impacts and reduce traffic on neighborhood streets	See Responses to Frequent Comments TF-5 and WS-2, as well as Section 2.2.2.3 of the NPC.
AVMS-2	Ped/Bike	Design	Increase access to the river	See Response to Frequent Comment PB-3.
AVMS-3	Ped/Bike	Timing	Complete Franklin Street footbridge at onset of project	See Response to Frequent Comment PB-5.
AVMS-4	Traffic	Analysis	Further analyze Cambridge/Harvard Ave intersection.	Although included in the Project's traffic analysis study area, this intersection is outside the Project's limits of construction. This intersection is under the jurisdiction of the City of Boston and concerns about existing or future operational deficiencies at this location should be discussed with the BTD.
Andrea Williams 2/9/18 -editorial only, no response required 02/07/18				
Andrew Breck 2/9/18				
ABRK-1	Ped/Bike	Design Preference	Supports Livable Streets and Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Andrew McNerney 2/9/18 AM 1-9 = D. Iles #6-16				
Andrew Yakoobian 2/9/18 same as K. Wilson #1-5, 8, & 10				
Andy Hinterman 2/9/18				
AH-1	Ped/Bike	Design Preference	Supports Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Annette LaMond 2/9/18				
ALA-1	Highway	Design preference	Supports tunnel, then at-grade, no viaduct	Noted.
ALA-2	Noise	Mitigation	Provide noise mitigation to Cambridge	See Responses to Frequent Comments NO-1 and MI-1.
ALA-3	Streets	Design	Maintain right turn from SFR to River Street	See Response to Frequent Comment TF-2.
ALA-4	West Station	Timing	West station must not wait, provide connections to Kendall Sq. N. Station & LMA	See Response to Frequent Comment WS-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Anthony D'Isidoro 2/9/18				
ADI-1	Transit	Include	Include transit oriented development, build greater transit	See Response to Frequent Comment TF-6.
Anthony Panagaro 2/9/18				
APAN-1	West Station	Timing	Supports early build of West Station	See Response to Frequent Comment WS-2.
APAN-2	Highway	Design preference	Supports at-grade roadway	See Response to Frequent Comment HA-1.
APAN-3	Ped/Bike	Design preference	Supports Walk Boston/CRC/Sasaki	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Ari Ofsevit 2/9/18				
AO-1	Highway	Design preference	Supports 3K-ABC but w/ staging plans similar to 3K -AMP	See Response to Frequent Comment HA-1.
AO-2	Rail	Cost	Examine actual cost of GJ closures	See Section 2.3.21 of the NPC for a discussion of construction impacts including GJR closures. GJR impacts will be further analyzed in the SDEIR.
AO-3	Rail	Impacts	Fully analyze impacts to Worcester line from single track during construction	See Response to Frequent Comment TR-2.
AO-4	Rail	Analysis	Traffic model relies on faulty assumptions, reanalyze; potential for GJ service must be allocated in model	See Responses to Frequent Comments WS-1 and RA-2.
Astrid Dodds 2/9/18				
AD-1	Ped/Bike	Design Preference	Unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
AD-2	West Station	Timing	Prioritize building station	See Response to Frequent Comment WS-2.
AD-3	Transit	Bus Connections	Provide regional rail and crosstown bus connections	See Response to Frequent Comment RA-2 and Section 2.2.2.3 of the NPC, as well as the updated Purpose and Need (Section 2.1 of the NPC), for description of the rail and bus connections in the Project.
AD-4	Ped/Bike	Design	Paths separating bikes/ped	See Response to Frequent Comment PB-2.
AD-5	Ped/Bike	Transit connections	Access on foot/bike to regional trail, MTBA & bus connections	See Response to Frequent Comment PB-3.
AD-6	Ped/Bike	Path Connections	Connect local streets with river paths	See Response to Frequent Comment PB-3.
Audrey Berry 2/9/18				
ABER-1	West Station	Timing	Build at beginning of project	See Response to Frequent Comment WS-2.
ABER-2	Ped/Bike	Design	Separated bike and ped paths	See Response to Frequent Comment PB-2.
ABER-3	Streets	Traffic Impacts	Pike-Exiting traffic filters through neighborhood streets rather than streets designed for high-traffic	The roadway network for the 3L Re-alignment Alternative has been developed to encourage traffic to use established arterial roadways such as Cambridge Street and Western Avenue, or new roadways such as Stadium Way, Hotel Way, and Cambridge Street South, to avoid traffic filtering onto existing neighborhood streets such as Windom Street, Seattle Street and Hopedale Street. MassDOT will continue to work with the Allston community and the City of Boston to minimize the traffic impacts to these neighborhoods during construction and after the Project opens.
Avery Faller 2/9/18				
AFAL-1	Ped/Bike	Design Preference	Supports Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Barr Foundation 2/9/18				
BARR-1	Costs	Maintenance	Highway viaduct Maintenance cost / and costs over time	See Response to Frequent Comment VC-1.
BARR-2	Ped/Bike	Design	Access to the river (as a result of Highway viaduct)	See Response to Frequent Comment PB-3.
BARR-3	Land Use	Impacts	Impacts on Nearby land use and neighborhood (as a result of Highway viaduct)	See Section 2.3.2 of the NPC. Impacts on land use resulting from all of the options will be further evaluated in the SDEIR.
BARR-4	Air Quality	GHG	Reduce GHG	See Response to Frequent Comment AQ-1.
BARR-5	Transit	Rail/Bus	Prioritize transit connections and multi-modal access	See Responses to Frequent Comments TF-5 and TF-6.
Ben Reed 2/9/18				
BR-1	Ped/bike	Improve	Improve ped/bike infrastructure along river in Allston	See Response to Frequent Comment PB-3.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Benjamin E. Patience 2/9/18				
BEP-1	West Station	Timing	reconsider its plan to delay alternative mode friendly design into Allston/Cambridge I-90 until 2040	See Response to Frequent Comment WS-2.
Bill Boehm 2/9/18				
BBOE-1	Streets	Design	Improving ped/bike connection more important than right turn from SFR to River Street	See Response to Frequent Comment TF-2.
BBOE-2	Ped/Bike	Design	Expand shoreline to accommodate pathway in unchoke the throat	See Response to Frequent Comment PB-2.
Boston Cyclists Union 2/9/18				
BCU-0	Environmental	Impact	Minimize the environmental impact of this project	See Sections 2.3 and 4.0 of the NPC. Measures to avoid, minize and mitigate adverse environmental impacts will be further described in the SDEIR.
BCU-0.5	Air Quality	GHG	Reduce GHG	See Response to Frequent Comment AQ-1.
BCU-1	Ped/Bike	Connectivity	If the at-grade option is not constructed, there will be serious connectivity issues to allow the GJR bridge to carry bicyclists over the Charles River.	See Response to Frequent Comment RA-2.
BCU-2	Ped/Bike	Design Preference	Strongly support the concept put forth by WalkBoston and the Charles River Conservancy	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
BCU-3	West Station	Timing	Urge the state to reconsider plans to build West Station now as opposed to waiting until 2040.	See Response to Frequent Comment WS-2.
Brad Bellows 2/9/18				
BBELL-1	Highway	Design	No discussion of tunnel options	Tunnel options were determined not to be feasible due to complexities with elevations of all transportation facilities within the Throat Area and connections to the interchange, West Station and rail yard.
BBELL-1.5	Land Use	Air Rights	Enabl[e] air rights development	See Section 2.3.2.2 for further discussion of air rights within the Project Area.
BBELL-2	Rail	Layover Need	N/S rail link project will reduce need for 8 trainsets	See Response to Frequent Comment WS-5 and the updated Purpose and Need (Section 2.1 of the NPC). The N/S rail link project is not funded and will not be constructed before the I-90 Allston Project is open and functioning.
BBELL-3	Rail	GJR Need	N/S Rail link obviates need for GJ line	N/S rail link project is not funded and will not be constructed before the I-90 Allston Project is open and functioning. Regardless, the N/S rail link cannot offer the passenger shuttle capability foreseen for the GJR and its interconnections to the BET is not developed in the concepts.
BBELL-4	Rail	Layover	Electrification and MU tech could reduce need for layover space	Electrification is not being considered for the I-90 Allston Project and would not be completed under an electrification project until after the I-90 Project.
BBELL-5	West Station	Timing	Early construction	See Response to Frequent Comment WS-2.
BBELL-6	Ped/Bike	Design Preference	Supports Walk Boston, Sasaki and the Charles River unchoke throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
BBELL-7	Ped/Bike	Design Preference	Boardwalk option will not adequately meet needs	See Response to Frequent Comment OS-1.
Brendan Kearney 2/9/18				
BKR-1	Highway	Design preference	Prioritize at grade	See Response to Frequent Comment HA-1.
BKR-2	Transit	Locations	Provide cross town access thru West Station and connections for transit, ped/bike	See Response to Frequent Comment TF-5.
BKR-3	West Station	Timing	Build early in phasing	See Response to Frequent Comment WS-2.
BKR-4	Ped/Bike	Design Preference	Expand pathways in throat based on WalkBoston/CRC/Sasaki unchoke throat	See Response to Frequent Comment PB-3.
Brian Aull 2/9/18				
BAUL -1	Rail	GJR Rebuild	Rebuild as light rail and ped/bike path	See Response to Frequent Comment RA-2.
Brookline DPW Transportation Board –2/5/18				
BDPW-1	Impact	Mitigation	There is insufficient mitigation, both of construction impact and long-term impact, from the completed project.	See Response to Frequent Comment MI-1. Construction and long-term mitigation for the Project is currently being developed and will be included in the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
BDPW-2	Rail	Acts as barrier	I-90 and the rail lines form a mile-long barrier to transit, pedestrian, and bike access between Brookline, Allston, Cambridge and the Charles River.	The I-90 highway/railroad transportation corridor and the former BPY facilities are identified as a barrier in the Project's updated Purpose and Need (Section 2.1 of the NPC), and multimodal (passenger vehicle, transit, pedestrian, and bike) access is included in the Project's purpose and design of the 3L Alternative. These factors will be further evaluated in the SDEIR.
BDPW-3	Ped/Bike	Transit connections	include ped/bike access across the Turnpike/rail barrier from Brookline to West Station site, the new development area, and the CR, by constructing connections at Babcock and Malvern Street	See Response to Frequent Comment TF-6.
BDPW-4	Roadway	Design Preference	Roadway access to / through the Turnpike/rail line barrier should be limited to transit, ped/bike only.	See Responses to Frequent Comments: OS-1 PB-1 PB-3
BDPW-5	Roadway	Access / Design	As part of the Phase 1 design. require looking beyond pavement markings and signage and explore a combination of techniques used in other communities, including hydraulic bollards, enforcement cameras. etc. in possible conjunction with the MBTA's existing bus communication system to prevent general vehicle access while allowing for pedestrian, bicycle. and bus-access only access.	Noted.
BDPW-6	Transit	North side of rail barrier	A true multi-modal project must provide access to and improve bicycle and pedestrian paths on the north side of the barrier	See Response to Frequent Comment TF-5.
BDPW-7	Transit	Multi modal	Transit needs a more prominent role in a multi-modal project	See Responses to Frequent Comments TF-5, TF-6, WS-2 and TR-1.
BDPW-8	West Station	Timing	West Station construction should not be delayed	See Response to Frequent Comment WS-2.
BDPW-9	Rail	Ridership	Ridership analysis seems flawed… and significantly underestimates near and long-term demand	See Response to Frequent Comment WS-1.
BDPW-10	Rail	Layover design	The commuter rail car layover facility plan should be revised	See Responses to Frequent Comments WS-3 and WS-5.
BDPW-11	Rail	Schedule	Run…trains more frequently…between Worcester and Boston-even if only temporarily during construction…. to potentially reducing construction cost and facilitating earlier construction of West Station, more frequent daytime service between Boston and Worcester…could transform the service from commuter rail to regional rail, with potentially significant economic benefits	See Responses to Frequent Comments WS-3 and WS-5. Service policies, such as regional rail, are outside the scope of this Project and would be planned in coordination with MBTA policies.
BDPW-12	Transit	Bus Access/timing	Crosstown bus access to and through the West Station area (from LMA to Harvard Sq), with connections to rail transit at West Station, is essential and must be included in Phase I. (Also – the analysis was very limited)	See Responses to Frequent Comments TF-5 and WS-2.
BDPW-13	Highway	Design preference	Replace HV at-grade	See Response to Frequent Comment HA-1.
Caitlin Goos 2/9/18				
CGOOS-1	Ped/Bike	Design Preference	Supports CRC unchoke throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Central Square Business Association 2/9/18 = same as K. Wilson #1-11				
City of Cambridge – City Manager 2/9/18				
CACM-1	Transit	Consistency Transp. Vision	Create a sustainable transportation vision based on the City of Boston's, Go Boston plan which calls for an overall SOV rate of 19% in Boston by 2030. This would require substantial transit service combined with aggressive parking ratios and enhanced transportation demand management measures.	The MassDOT I-90 Allston Multimodal Project will include a multi-modal West Station (commuter rail and buses) and new north-south connections between North Allston and Commonwealth Avenue/Brookline that will be limited to transit, pedestrians and cyclists. A new grade-separated pedestrian/bicycle connection will also be provided between the BPY and the PDW path at Cambridge Street South/new SFR ramps. These elements, among other actions, will provide the infrastructure needed to help foster the use of non-SOV modes in the Project Area. Transportation Demand Management (TDM) measures, parking ratios and other transportation mitigation will be addressed by the property owner (Harvard University) during their state and city permitting processes for the redevelopment of the BPY and in the ERC, and are beyond the scope of this Project.
CACM-2	Land Use	Buildout analysis	Include a more conservative buildout analysis that might be closer to 10-15 million square feet for the project area south of Cambridge Street, or buildout based on current/contemplated zoning changes for the area will allow	See NPC section 2.3.2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
CACM-3	Traffic	Update Traffic model	Update traffic modeling to show where trips will use Cambridge streets and identify areas where capacity to handle trips is exceeded (e.g. Western Avenue), and propose mitigation through improvements to sustainable modes.	The CTPS traffic modeling has been updated for the SDEIR and the results of the new modeling will be described in the SDEIR. The Project traffic study area includes three intersections in Cambridge: Memorial Drive at River Street, Western Avenue and JFK Street. The traffic analysis results for these locations will also be described in the SDEIR. Traffic analysis and mitigation along Western Avenue in Cambridge, east of Memorial Drive, are not proposed by this Project, but should be a subject of the permitting processes associated with Harvard's development of the ERC and BPY, as those developments would be a primary source of future traffic increases along this corridor.
CACM-4	Transit	Studies	complete a study of short and long-term transit improvements, including bus, shuttle, rail and future passenger service on both the Worcester line and on the GJ line to Cambridge and beyond creating convenient connections to all nearby job centers including Kendall Square, Harvard Square and the LMA. This should include a phasing plan for transit that details a reasonable timetable, thresholds for the state and its private partners to implement transit improvements, and be included in the FEIR certificate.	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Multimodal Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
CACM-5	Transit	Bus	Include a bus bridge to Malvern Street so bus connections in this north/south route can be made as soon as project construction is complete, either before West Station is built or as part of an interim West Station	See Response to Frequent Comment TF-5.
CACM-6	Rail	GJR Connections	An option moving forward must include two rail tracks connecting to the GJR line, as well as a reconstructed rail bridge over SFR. If not factored in at this stage, construction of these elements will be extremely difficult and unnecessarily expensive to undertake once the project is complete.	See Response to Frequent Comment RA-2. Under SFR Hybrid and Modified At Grade options, the Project would reconstruct the existing Grand Junction railroad bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. Under the Modified HV Option, reconstruction of the Grand Junction Bridge over SFR would not be necessary.
CACM-7	Rail	West Station location	Consider moving West Station north, to the inside curve of the Turnpike providing space for a buffer to the neighborhood and a potential bicycle/pedestrian path connection alongside the tracks.	See Responses to Frequent Comments RA-1 and WS-3, as well as Section 2.2.2.3 of the NPC.
CAMC-8	Noise	Mitigation	Further evaluate alternatives and include mitigation of noise to Magazine Beach and Cambridgeport with strategies including attractive noise walls along the Turnpike throat area, such as transparent ones being widely used now on other highway projects.	See Responses to Frequent Comments NO-1 and MI-1.
CACM-9	Noise	SFR location	Move SFR away from the river as far as practical.	See Response to Frequent Comment NO-1.
CACM-10	Noise	SFR elevation	Raise SFR, if needed, in combination with a parapet wall (with a combined height of at least 8') and densely planted vegetation to block and reduce noise from users of the PDW Path and Magazine Beach. The DEIR shows that height and solid nature of such barrier at will reduce noise and create a much more pleasant experience for path users who are now discouraged from using this section of PDW Path.	See Response to Frequent Comment NO-1.
CACM-11	Noise	Mitigation materials	Place absorptive material on any noise walls on the Allston neighborhood side of the project so that noise is not reflected back to Cambridge.	See Responses to Frequent Comments NO-1 and MI-1.
CACM-12	Traffic	Travel times	Calculate proposed travels times going to River Street from SFR, and to and from Cambridge to the Turnpike in both directions, with additional possible development included. Analysis should look at both peak and non-peak travel times and compare with travel times on Mem Dr from the start of Land Boulevard and Mass Ave as both detour routes are likely.	An analysis of travel times through the interchange area will be provided in the SDEIR.
CACM-13	Traffic	Modeling	Traffic modeling shows that there are more trips than can be accommodated on Cambridge streets. Propose changes for optimizing intersection performance at Mem Dr and SFR intersections that gives the best performance for all modes of travel, including path users.	Mitigation, in the form of traffic signal timing improvements, are proposed at the intersections of Memorial Drive with River Street and Western Avenue in Cambridge, and at Western Avenue and the SFR ramps in Boston. Signal timing and geometric changes are proposed at the intersection of SFR and Cambridge Street (Boston). Signal coordination has also been assumed between the two signals on either end of the River Street and Western Avenue bridges.
CACM-14	Traffic	Modeling	Conduct further traffic modeling including a review of existing evening peak Simtraffic analysis where field observations indicate that queues from Western Ave at Storrow Dr. will spill back across Mem Dr and will require mitigation. Also, level of service E in the existing conditions model for this intersection is overly optimistic based on field observations due to queue interactions.	Existing conditions analysis presented in the DEIR will be updated for the SDEIR and will be based on 2018 traffic counts conducted by MassDOT at this intersection. The Simtraffic analysis results will be calibrated to field observations.

ID	Issue 1	Issue 2	Comment Excerpt	Response
CACM-15	Streets	Design	Review and consider retaining the right turn from SFR to River Street, particularly if analysis reveals that reasonable access does not exist to River Street and trips will be diverted to Mem. Dr.	See Response to Frequent Comment TF-2.
CACM-16	Noise	Impacts	The design should create less noise in Cambridge than the current design	See Response to Frequent Comment NO-1.
CACM-17	Open Space & Rec	Design	Create more rather than less parkland with better connections to and from the river.	Access to the river is improved with connections at Cambridge/River Street, from the new future development at Cambridge St South, from West Station and from the PDW path east of the Project Area.
CACM-18	Rail	Timing	include all rail improvements possible during construction of the I-90 Interchange, rather than waiting to construct them later when construction would be considerably more difficult or expensive.	See Response to Frequent Comment WS-2.
CACM-19	Visual	3K-HV	If a viaduct is ultimately built, it should be as small or smaller than it is today, be visually attractive and not intrude onto DCR parkland.	DCR riverfront parkland available for recreational use is greater than it is today in all alternatives.
CACM-20	Noise	3K-HV	it's not clear if all noise from this option is accounted for in the analysis.	See Response to Frequent Comment NO-1.
CACM-21	Rail	3K-HV	it is not clear that this analysis is accurate as it may be difficult to physically fit in two tracks between the Mainline tracks and the SFR bridge, given the required curvature.	Rail infrastructure has been designed to fit space and operational constraints. See Figure 2.2.2-8.
CACM-22	Rail/Alternatives	3K-HV & GJR tracks	alternative does not include two tracks connecting to the Grand Junction and reconstruction of the rail bridge over SFR. This should have been included to make each alternative comparable	See Response to Frequent Comment RA-2. Under SFR Hybrid and Modified At Grade options, the Project would reconstruct the existing Grand Junction railroad bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. Under the Modified HV Option, reconstruction of the Grand Junction Bridge over SFR would not be necessary.
CACM-23	Visual	3K-HV Design	additional effort should be made to make this alternative more attractive and sustainable from PDW Path and Magazine Beach	Conceptual landscape design for each Throat Area option will be advanced and included in the SDEIR.
CACM-24	Ped/Bike/Streets	3K-HV Future connections	A raised viaduct will block future connections to Comm Ave between BU, Brookline and nearby residents to the river.	See Response to Frequent Comment OS-1.
CACM-25	Costs	3K-HV	Life-cycle costs of this alternative could presumably be higher but this was not studied in the document	Life-cycle costs based on current conceptual design for each option will be included in the SDEIR.
CACM-26	Noise	3K-HV	Drone of highway noise from a raised viaduct reaching into Cambridgeport is difficult to quantify in the noise model	See Response to Frequent Comment NO-1.
CACM-27	Highway	3K-HV Use of space	Does not make the most efficient use of space in that space under the viaduct is under-utilized.	Use of space below viaduct is dependent on WML and GJR rail alignments. At a minimum, a portion of the area below the viaduct would be used for stormwater treatment. Opportunities for other uses will continue to be studied.
CACM-28	Highway	Design	reassess the need for breakdown lanes and wide travel lanes, and research design alternatives and design exceptions that have been used on other highway projects nationally where space is very constrained. The Turnpike should be located as far away from the river as possible.	Three Throat Area options are currently under consideration. The Throat Area options are differentiated by how I-90, the WML and GJR tracks, and SFR are structurally accommodated horizontally and vertically by retained fill sections, depressed sections with retaining walls or elevated viaduct. I-90 travel lane and shoulder widths for the current Throat Area options are described in Section 2.2.2.2.
CACM-29	Visual/Noise	3K -HV Design	If pursued, a new viaduct/bridge should be architect-designed to be a visual addition to the area and one that is also sustainable and keeps noise contained at the source through attractive, preferably transparent noise walls.	See Response to Frequent Comment NO-1.
CACM-30	Highway	HV-3 Design	Re-assess and prioritize making use of the under-utilized barrel shown in the HV-3 alternative for a portion of SFR to create more parkland and move roadways away from the river.	Use of space below viaduct is dependent on WML and GJR rail alignments. At a minimum, a portion of the area below the viaduct would be used for stormwater treatment. Opportunities for other uses will continue to be studied.
CACM-31	Open Space & Rec	Design Preference	Newly created parkland such as outlined in the Sasaki study of adding a soft edge to the river should be studied and seriously considered. This will allow more for more planting and introduction of storm water features, in addition to allowing more path space and some noise attenuation.	A more biodiverse riverbank and introduction of stormwater features in the parkland are being studied and considered.
CACM-32	Rail	Impacts	Further study is needed for all alternatives to minimize construction impacts on the Grand Junction line including strategies for rebuilding the SFR bridge using design and construction techniques aimed at shortening the construction period as much as possible.	See Response to Frequent Comment RA-2. Under SFR Hybrid and Modified At Grade options, the Project would reconstruct the existing Grand Junction railroad bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. Under the Modified HV Option, reconstruction of the Grand Junction Bridge over SFR would not be necessary. MassDOT will endeavor to shorten construction time as much as possible.
CACM-33	Ped/Bike	Future Connections	Connections from the PDW Path system to the future GJR that Cambridge is currently designing should be included	See Response to Frequent Comment RA-2.

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CACM-34	Ped/Bike	Off road ped/bike	Opportunities to provide additional and preferably separate, off-road biking and walking connections to and through the site should be explored further and implemented to increase the likelihood of making trips by walking and biking	See Responses to Frequent Comments: OS-1 LU-1 PB-2
CACM-35	Open Space & Rec.	River edge design	Study the possibility of adding a soft edge to the river to increase parkland and planted area including new, separate paths for cyclists and pedestrians	A more biodiverse riverbank is being studied and considered. Paths for cyclists and pedestrians are separated for most of the riverbank area. See Sections 2.3.4 Open Space and Recreation, 2.3.7 Pedestrian and Bicycle and 2.3.12 Wetlands and Waterways of the NPC for further discussion.
CACM-36	Noise	Mitigation	Proposed new noise should be fully mitigated at Magazine Beach by containing the noise at its source immediately adjacent to the Turnpike	See Response to Frequent Comment NO-1 and MI-1.
CACM-37	Traffic/noise	Construction Impacts	Construction impacts in Cambridge including additional traffic to Mem. Dr and the PDW Paths (and all detour routes), noise at Mag. Beach and in the neighborhood, and alternatives to avoid closure of Riverbend Park on Sundays should be evaluated, detailed and mitigation proposed in the FEIR	MassDOT will continue to work with Cambridge to identify a range of potential mitigation measures to address traffic and noise impacts during construction of the Project. These measure will be described in the SDEIR. See Responses to Frequent Comments NO-1 and MI-1.
CACM-38	Ped/Bike	Construction Impacts	If the PDW path is closed during construction on the Allston side of the river, a significant upgrade to the paths on the Cambridge side and at Magazine Beach should be completed in advance of the PDW closure. This priority order is important given the path's very poor condition from the BU Bridge to River St, as the paths in Cambridge will likely see significant use while parts of the path in Boston are closed.	Conceptual construction staging for each Throat Area option have been revised to maintain PDW Path throughout construction on temporary and permanent alignments.
CACM-39	Traffic	Construction Impacts Signals	While it appears that peak capacity along I-90 and SFR is maintained throughout the project, construction impacts may still have unforeseen impacts to commuter routes. To monitor possible changes and address as needed, MassDOT should modify the traffic signals for Mem Dr at Western Avenue, and Mem. Dr at River Street to install video detection equipment to monitor all three approaches to each intersection and provide cloud -based traffic volume monitoring accessible by MassDOT and City of Cambridge staff.	Installation of traffic cameras to monitor traffic conditions during construction is one of the mitigation measures under consideration by MassDOT. Installation of cameras at these intersections would require coordination with the DCR and the City of Boston, as well as the City of Cambridge.
CACM-40	Climate Change	Definition	The DEIR defines climate as "typical or average weather" and climate change as "a change in typical or average weather.' This definition is not inaccurate, .but it doesn't convey the need to address both changes in averages as well as in extreme events.	The comment is acknowledged. Language used in the SDEIR will reflect the SHMCAP (2018), which directly acknowledges that climate change is exacerbating natural hazards and extreme weather. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-41	Climate Change	Risk analysis	Annual 1% risk is usually considered appropriate for residential properties. Consider the climate risks in the context of a more conservative level of risk and propose actions that are commensurate with that risk.	MassDOT requires the use of the 1% annual chance flooding event for hydraulic design of interstate and limited access highways (Table 1.3.4-1 in the MassDOT 2013 LRFD Bridge Manual, January 2020 Revision). The SDEIR will also include an Infrastructure Asset Criticality assessment following the RMAT Climate Resilience Design Standards & Guidelines to determine if the risk tolerance should be adjusted for the Project or certain Project elements. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-42	Climate Change	Risk analysis	Risks are presented in annual terms, which is not the best way for public infrastructure. Cumulative risks should be analyzed. Assuming the design life is 50 years, a 1 percent annual risk would translate into a 39 percent cumulative risk.	Cumulative risk is an important concept for infrastructure planning in the context of exposure to climate related hazards. The SDEIR will further incorporate consideration of cumulative risk using the RMAT Climate Resilience Design Standards & Guidelines. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-43	Climate Change	Heat Vulnerability	Assess the potential vulnerabilities of the infrastructure itself to higher temperatures in the future	Potential vulnerabilities of infrastructure to higher temperatures are addressed in the NPC. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-44	Climate Change	Heat Island Effect	It would be useful to estimate the reduction of urban heat island more comprehensively.	As demonstrated in the NPC, Project-related reductions in impervious surface area are negligible. Therefore, no significant change in urban heat island patterns is expected as a result of the Project itself. As the comment suggests, post-project development patterns and tree-canopy within the street grid developed in the Project Area will be the primary opportunity for reducing urban heat island in the area. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-45	Climate Change	Mitigation	Opportunities to further mitigate ambient air and heat index temperatures should be further explored.	See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency. Climate change mitigation strategies will be further developed in the SDEIR.

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CACM-46	Climate Change	Mitigation	The project should include goals for expanding tree canopy and increasing surface albedo. The commuter rail station, which is planned as an open platform, should be designed in a manner that makes it ready for enclosure in the future.	See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency. Climate change mitigation strategies will be further developed in the SDEIR.
CACM-47	Climate Change	Mitigation	High temperatures and heat waves in the future may make an outdoor platform inhospitable. Being able to enclose the platform and add air conditioning should not be inadvertently precluded by the design.	West Station platforms will be designed in accordance with MBTA standards, including HVAC requirements.
CACM-48	Climate Change	Mitigation	The project should not assume that increased barrier protection (from coastal storm surges) will be implemented since none is currently planned. The DEIR reflects that the CR Dam may be compromised by mid-century.	See NPC Section 2.3.19 for a discussion of the vulnerability assessment conducted for this NPC and discussion of the Charles River Dam. The SDEIR will also address opportunities to mitigate potential future coastal storm surge impacts to the extent recommended by the RMAT Climate Resilience Design Standards & Guidelines.
CACM-49	Climate Change	Mitigation	BHFRM is being updated to reflect the latest sea level rise projections from NOAA and that the modeling is being extended to 2100 It would be useful to use the updated modeling if possible in assessing the project risks.	The NPC coastal inundation vulnerability assessment for Present, 2030, 2050, and 2070 uses the latest version of the Massachusetts Coast Flood Risk Model (MC-FRM). At the time of production, MC-FRM results for 2100 were not available. See NPC Section 2.3.19 for updated modeling results.
CACM-50	Climate Change	Risk analysis	The risk of propagated flooding in the DEIR project area should be assessed as it may affect the rail system and possibly roadways, as well as buildings that are developed in new areas. If propagated flooding is identified as a proposed to reduce this risk.	MC-FRM accounts for coastal storm surge as well as increased Charles River discharge (based on UMass Boston study) and Charles River Dam pumping/sluicing operations. Detailed piped infrastructure modeling of storm drains and propagated flooding was not available for the Project Area, but will be addressed in the SDEIR. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-51	Climate Change	Berm design	The design for the berms should be analyzed to understand the potential to further raise their elevation after 2070 so that sufficient space is reserved for a flexible adaptation response.	Opportunities for flexible adaptation will be explored further, and appropriately tied to exposure and risk tolerance over the design life of the Project (following RMAT Climate Resilience Design Standards & Guidelines), in the SDEIR. See NPC Section 2.3.19. Climate change mitigation strategies will be further developed in the SDEIR.
CACM-52	Climate Change	Analysis	Precipitation-driven flooding: The DEIR does not assess the risk of precipitation-driven flooding.	MC-FRM does account for increased precipitation-driven flooding using Charles River discharge projections (overbank and watershed contribution flooding) from the referenced UMass Boston study. MC-FRM does not assess direct precipitation-based localized flooding (stormwater and piped infrastructure); as noted in the response to CACM-50, this flooding will be addressed in the SDEIR. Precipitation-driven flooding will be assessed in the SDEIR.
CACM-53	Stormwater/Climate Change	Risk analysis	Analyze the risks from increasing precipitation for both street flooding and increased riverine flooding. The project design, including the Allston Landing area, should reflect these increased risks in sizing of gray infrastructure and the deployment of green infrastructure.	As noted in the responses to CACM-50 and CACM-52, MC-FRM incorporates river discharge and dam operations in its flooding assessment, but does not assess direct precipitation-based localized flooding. The SDEIR will address stormwater runoff and potential impacts of increased precipitation on gray/green infrastructure.
CACM-54	Climate Change	Risk analysis	Scenarios for pump (Charles River Dam) failure should be considered when assessing flood risk.	MC-FRM assumes that Charles River Dam pumps are always operational (even if the dam is flanked or overtopped); a sensitivity analysis showed that pump operation had minimal effect on flooding once the dam is flanked by coastal storm surge. See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CACM-55	Climate Change/ Stormwater	Risk analysis	Scenario of a joint storm surge/heavy precipitation event should be considered in assessing risks.	See responses to CACM-50, CACM-52 and CACM-53.
Cambridge Innovation Center Brian Dacey 2/9/18				
CIC-0	Highway	Design preference	Supports at-grade	See Response to Frequent Comment HA-1.
CIC-1	Rail	Ridership demand	The modeling assumptions, demand and ridership analysis must be revised. A more complete and robust transit analysis is necessary to explore this opportunity. The dynamic changes in the local economy and land uses are not reflected in the analysis contained in the DEIR.	See Response to Frequent Comment WS-1.
CIC-2	Transit	Bike/ped/bus connections	Essential to build the transit-only roadway connection when the Malvern Street pedestrian and bicycle viaduct is constructed from West Station to realize this short-term vision. West Station's bus connection is the first step.	See Response to Frequent Comment TF-5.
CIC-3	Rail	Layover Train sets	Using the West Station area for train layover area makes sense, but doubling the proposed eight (8) train sets to sixteen (16) in place of West Station is likely to doom the future construction of the station.	See Response to Frequent Comment WS-2.
Cambridge Redevelopment Authority 2/9/18				
CRA-1	West Station	Timing	require the early phasing of West Station and pursues an alternative design that enhances transportation connectivity across the project site.	See Response to Frequent Comment WS-2.

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CRA-2	Transit	Timing	require that the transit portion of this project is fully integrated into Phase One in the (FEIR).	See Response to Frequent Comment WS-2.
CRA-3	Rail	GJR Rebuild	require in the DEIR certificate that the rebuilding of the GJR over SFR and the Charles River with two tracks and a 14-foot shared use path be required scope items included in any final alternative. In order to protect the value of the Grand Junction Corridor as a critical future transit, bike and pedestrian link to Kendall Square, the CRA favors either the Amateur Planner or the ABC alternatives or a combination of the alternatives.	See Response to Frequent Comment RA-2. Under SFR Hybrid and Modified At Grade options, the Project would reconstruct the existing Grand Junction railroad bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. Under the Modified HV Option, reconstruction of the Grand Junction Bridge over SFR would not be necessary. MassDOT will endeavor to shorten construction time as much as possible.
CRA-4	Ped/Bike	Connections	require in the DEIR certificate that any alternative that advances to the FEIR must include connections from the future GJ shared-use path to the PDW Path as well as to West Station, and must include a path connection under the River Street Bridge to increase safety at the River Street intersection. These connections are necessary in order for the project to be in alignment with its stated Purpose and Need and the Vision Zero goals of Boston and Cambridge.	See Response to Frequent Comment RA-2.
CRA-5	Transit	Bus Connections	Require that the preferred alternative that advances to the FEIR include a Malvern Street Bus/Bike/Ped only bridge and an analysis of existing bus routes through the site (schedules, etc) within a thorough transit demand study.	See Response to Frequent Comment TF-5.
CRA-6	Transit	Study	require that a comprehensive transit study be a commitment within the FEIR – using a revised build-out numbers for development, and include existing roadway physical constraints in adjacent towns.	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Multimodal Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
CRA-7	Streets	Design	Require that the local street system be designed to include raised curb-level cycle tracks, dedicated bus lanes. and bus priority infrastructure.	See Responses to Frequent Comments PB-3 and RA-2 and response to City of Boston comment COBOS-20
CRA-8	Open Space & Rec Ped/Bike	Design	include the study of an expansion of a soft edge along the Charles River in order to accommodate separate bicycle and pedestrian paths and expand riverfront open space.	A more biodiverse riverbank is being studied and considered. Paths for cyclists and pedestrians are separated for most of the riverbank area under the 3L Re-alignment Alternative. See Sections 2.3.4 Open Space and Recreation, 2.3.7 Pedestrian and Bicycle and 2.3.12 Wetlands and Waterways of the NPC for further discussion.
CRA-9	Air Quality	GHG Emission Reduction	The CRA feels that absent of the full bicycle, pedestrian and transit elements described herein, this project is not facilitating the reduction of transportation sector GHG emissions and contributing to the 2050 GHG emission reductions requirements.	The updated GHG mesoscale analysis will quantify the potential emissions reductions for bicycle, pedestrian and transit elements based on input from MassDOT. MassDOT will fully evaluate other potential GHG emissions reductions measures as the Project proceeds to final design.
Carl Seglem 2/9/18				
CSG-1	Highway	Design Preference	support rebuilding I-90 at grade,	See Response to Frequent Comment HA-1.
CSG-2	West Station	Timing	building a West Station rail at the earliest possible time,	See Response to Frequent Comment WS-2.
CSG-3	Transit	Bus Connection	making a bus connection between Cambridge St., West Station, and Commonwealth Ave., perhaps from Seattle St. to Malvern St, at the earliest possible time,	See Response to Frequent Comment TF-5.
CSG-4	Ped/Bike	Enhancements	making more and better space for people walking along the river, especially along “the throat”	See Responses to Frequent Comments OS-1, LU-1, PB-1 and TR-1.
CSG-5	Streets	Design	scaling the new city streets to be relatively narrow, to be pleasant places for people, and to discourage small vehicle use and to encourage transit use, walking, and bicycling.	See Response to Frequent Comment TF-4.
CSG-6	West Station	Ridership numbers	predicted West Station ridership numbers are hard to believe when compared to the recent actual numbers at Allston Landing,	See Response to Frequent Comment WS-1.
CSG-7	Streets	Entry/exit ramps	projections calling for wide city streets based on dense development don’t seem to align with Turnpike entry and exit predictions	Regional traffic entering and exiting the I-90 ramps is only one component of the traffic that is expected to use the proposed street grid in the BPY. Other components include: (1) local traffic traveling between Allston/Brighton/Brookline and SFR; (2) local traffic traveling between Allston/ Brighton/Brookline and Cambridge; (3) local traffic traveling between Allston, Brighton, Brookline, Cambridge, Watertown, etc., and the new development at the BPY and Harvard’s ERC.
CSG-8	Ped/bike	Connections	adding multiple new connections for people walking and cycling across and along the railway and turnpike, restoring connections between neighborhoods and between people and the river,	See Responses to Frequent Comments OS-1, LU-1, PB-1 and TR-1.
CSG-9	Streets	Use, connections	add at least one roadway usable by buses or other transit vehicles to travel north-south, approximately in the area of Malvern St, and with close connection to a new West station	See Response to Frequent Comment TF-5.
CSG-10	Noise & Vibration	Reduce	reposition the railways, Turnpike, access roads and use other measures to reduce noise and vibration	See Responses to Frequent Comments NO-1 and WS-3.

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CSG-11	Air Quality	Reduce	reposition the railways, Turnpike, access roads and use other measures to reduce air pollution	The DEIR air dispersion modeling analysis included idling locomotives in the layover area. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
CSG-12	Ped/Bike	Expand	consider expanding and relocating the current mixed-use river path along the throat to the north and east, using some combination of raised over water or built on fill.	One of the Throat Area options (3L-Modified At-Grade) relocates the PDW path within the Throat Area on a boardwalk over the water to allow for riverbank plantings. See Section 2.2.2.2 of the NPC for further discussion of the Modified At-Grade Throat Area option. Discussion of the Modified At-Grade boardwalk can also be found in Section 2.3.3 – Visual Resources, 2.3.4 – Open Space and Recreation, 2.3.7 – Pedestrian and Bicycle, and 2.3.12 – Wetlands and Waterways in the NPC.
CSG-13	Construction	Staging	staging highway reconstruction and any needed railway construction so that the railway can continue to be used at peak times rather than private vehicles	Conceptual construction staging for each option will be included in the SDEIR.
CSG-14	Transit	Connection/ timing	bus and any other appropriate transit connections with the new rail station from the time it opens	Bus and transit connections are included in the Project. See Response to Frequent Comment WS-2.
Charles River Conservancy 2/9/18-				
CRC-1	EJ	Consistency	DEIR is inconsistent with EJ policies of the Commonwealth	See Section 2.3.23 for a discussion of Environmental Justice. The SDEIR will include an analysis of how the Project complies with State EJ policies and protocols.
CRC-2	Transit	Mode shift	“ “ “ “ mode shift policies of the Commonwealth	See Responses to Frequent Comments WS-2, TR-1 and TF-5. The transit assumptions for the CTPS modeling have been updated since the DEIR. The revised mode choice and transit ridership forecasts will be described in the SDEIR.
CRC-3	Climate Change	Consistency	“ “ “ “ climate change policies of the Commonwealth	See NPC Section 2.3.19 for updated discussion on Climate Change Vulnerability and Resiliency.
CRC-4	Traffic	Consistency	“ “ “ “ healthy transportation policies of the Commonwealth	See Responses to Frequent Comments WS-2, TR-1 and TF-5.
CRC-5	Air Quality	Consistency	Falls short of GWSA of 2008, MA EO 569 and Gov. Baker’s support for U.S. Climate Alliance	The mesoscale GHG analysis will be updated in the SDEIR based on the updated traffic modeling for the three Throat Area options and Modified Flipped West Station. Further air quality mitigations measures will be evaluated based on input from MassDOT to reduce GHG emissions to work towards MassDOT’s GHG emissions reductions goals in the Global Warming Solutions Act (GWSA).
CRC-6	Land Use	Consistency	Incongruous with existing and on-going planning efforts of Focus40, Go Boston 2030 and imagine Boston 2030 and fails to comply with City’s planning efforts of 2016 Placemaking Report	See Response to Frequent Comment LU-1.
CRC-6.1	Alternatives	No Build	No Build Option Should Be Removed From Consideration	Evaluation of a No-Build alternative is required by MEPA and will be included in the SDEIR analysis.
CRC-6.2	Highway	Design preference	Supports at-grade	See Response to Frequent Comment HA-1.
CRC-7	Public Involvement	Process	Any processes going forward must include public participation	See Response to Frequent Comment PP-1. Public involvement is an important part of the MEPA process and will continue through the state and federal environmental review processes. See Section 2.3.23.2 for a discussion of public outreach since publication of the DEIR.
CRC-8	West Station	Timing	An unwavering commitment from MassDOT to West Station as an essential mitigation measure in the first phase of the project.	See Responses to Frequent Comments WS-2 and MI-1.
CRC-9	Transit	Bus service Timing/route	Implementing improved bus service in the first phase as a means for mitigation, including connectivity between North to South Allston via West Station to the Cambridge, the Longwood Area and Kendall Square in the first stages of reconstruction.	See Response to Frequent Comment TF-5.
CRC-10	West Station	Ridership demand	Re-assessing the projected West Station ridership with other critical factors included.	See Response to Frequent Comment WS-1.
CRC-11	Rail	Layover yard	Greater clarity for the need and interim phasing of rail layover yard	See Response to Frequent Comment WS-5.
CRC-12	Rail	Flip option	Assessing the “flip” option for the layover rail and West Station.	See Response to Frequent Comment WS-3.
CRC-13	Land Use	Air rights 3K-ABC	The benefits and potential opportunities of being able to develop air rights available through the 3K-ABC at-grade “throat” option.	See Response to Frequent Comment HA-1.
CRC-14	Mitigation	Access	A better understanding of the need for more environmental mitigation elements in the “throat” area, including access from Comm Ave to the Charles River and PDW Path.	See Response to Frequent Comment MI-1. Environmental mitigation is currently being developed and will be included in the SDEIR.
CRC-15	Noise	Mitigation	Greater clarity on what noise mitigation measures would be for the 3K-HV highway viaduct option.	See Responses to Frequent Comments NO-1 and MI-1 and Section 2.3.11 of the NPC.

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CRC-16	Ped/bike	Design	Efforts to expand the too-narrow bicycle and pedestrian paths along the Charles River for all three "throat" options.	There are separate approx. 10' wide bicycle and pedestrian paths for most of the Throat Area. The Modified At-Grade option now brings bicycles and pedestrians on a boardwalk to allow for more generous paths and still allow riverbank plantings.
CRC-17	Costs	Throat Area Variations	A more comprehensive, direct "apples to apples" comparison that fully explores each "throat" option - complete with full costs of reconstructing the GJR Bridge over SFR, and full operational costs of each option over time.	Conceptual construction staging, cost estimates and life cycle costs for each option will be included in the SDEIR.
CRC-18	Traffic	Analysis	An analysis of how the different "throat" options would impact disruption of travel from east and west for all modes (car, bus transit, commuter rail, bike, pedestrian, etc.).	Traffic impacts on I-90 during construction will be described in the SDEIR. Conceptual construction staging for each option providing temporary commuter rail and PDW Path alignments will be included in the SDEIR.
CRC-19	Ped/Bike	Timing	A commitment to rebuild Franklin Street footbridge over I-90 as an essential mitigation measure at the onset of any construction.	See Response to Frequent Comment MI-1. Project mitigation is currently being developed and will be included in SDEIR.
CRC-20	Traffic/Streets	Design	Greater clarity for the signalized intersections at the I-90 on/off ramps, and separation of highway traffic and throughput bicyclists as they traverse from Malvern/Babcock to the bicycle facilities on Cambridge Street South.	Pedestrian and bicycle crossings/signal phasing at the intersections of the I-90 Eastbound Frontage Road with Seattle Street and Cattle Drive Connectors will be accommodated in accordance with MassDOT and BTD safety policies, including use of exclusive pedestrian/bicycle signal phases if needed. The traffic analyses presented in the DEIR and SDEIR reflect these assumptions.
CRC-21	Streets	Design	An analysis of how the proposed street grid and road widths would impact walking and biking, including a study of a People's Pike multi-use path in the buffer area south of the project made possible by "flipping" the layover rail and West Station.	See Responses to Frequent Comments TR-1, TF-4 and PB-6.
CRC-22	Traffic	Analysis	Further analysis of the proposed Cambridge Street Bypass Road, in coherence of the City of Boston placemaking study.	See Response to Frequent Comment TF-1.
CRC-23	Traffic	Analysis	Further analysis of the Cambridge St/Harvard Ave intersection, and inclusion of this intersection in the project scope.	See Response to Allston Village Main Streets comment AVMS-4.
CRC-24	Rail	Construction Analysis	A fair analysis of Framingham/Worcester Line Impact During Construction.	See Response to Frequent Comment WS-6 and Section 2.3.21 of the NPC. A more detailed analysis will be included in the SDEIR.
CRC-25	Construction	Constructability Staging/Traffic	Further analysis of constructability issues, construction staging, the risk of traffic disruption and spillover traffic into the neighborhood, with appropriate mitigation addressing each of these issues.	See Response to Frequent Comment MI-1. MassDOT will continue to work with the Project Task Force, Project stakeholders and the affected communities to develop a detailed set of construction phase traffic mitigation measures. The proposed mitigation plan will be described in the SDEIR. Conceptual construction staging plans will be updated to reflect current Throat Area options for Project environmental filings. Requirements for detailed construction staging plans will be included in the D/B procurement documents.
CRC-26	Open Space & Rec	4F Impacts/ mitigation	all of the DCR owned land along the throat is legally a park,... we have an 8 foot path and a bit of slope by the River. In section 4 f comments from CRC and Walk Boston, it might make sense to point out that along with a "re-parkwaying" the details of SFR, and the addition of the boardwalk, along with the ABC plan for at grade turnpike and a bike/ped connection from the south side at Agganis to the River edge, the Project could really live up to the spirit of the section 4 f statute that requires "all possible planning" to mitigate the damage done by the transportation expansion. The resulting parkway corridor would provide a dimension similar to what DCR owns as parkland, which has been so eroded over the years. It might make sense to include the section 4 f point in the comments to MEPA.	The DCR-owned land within the Project Area is considered a Section 4(f) property both as a publicly-owned park and recreation area and as a historic property listed in the National Register of Historic Places as part of the Charles River Basin Historic District. A draft Section 4(f) evaluation will be published for public comment as part of the NEPA DEIS.
Charles River Watershed Association CRWA 2/9/18				
CRWA-1	West Station	Timing	Supports construction of Station in Phase 1, include in Section 61 Finding	See Response to Frequent Comment WS-2.
CRWA-2	Ped/Bike	Timing	Mass DOT should commit to building the Malvern Street north-south bike-pedestrian connection early in Phase 1. Indeed, in the DEIR MassDOT proposes the Malvern Street and Babcock Street "thru-access" bridges across West Station and BPY only in its 2040 full build	See Response to Frequent Comment TF-5.
CRWA-3	Ped/bike	Timing	MassDOT needs to clarify this since in the DEIR MassDOT also states that under 3K-HV, the Malvern street connection is in Stage 5 and that the Malvern and Babcock Street pedestrian bridges and MBTA layover facility will be completed in Stage 6. DEIR at 5.21.1.	BPY will be used as a construction laydown area to enable the complicated Throat Area, I-90 re-alignment and interchange to be constructed. Construction of Malvern St transit way and the Babcock St pedestrian connection are dependent upon completion of these transportation elements.
CRWA-4	Ped/Bike	Timing	North/south connections bike/ped/buses is essential-yet no action is proposed at this time	See Response to Frequent Comment TF-5.

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CRWA-5	Franklin St. Bridge	Timing	Franklin Street Bridge is proposed as an “early action item,” no specificity on the timing of its construction is proposed. This should be clarified as should the timing of all bike-pedestrian measures.	See Response to Frequent Comment PB-5. Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
CRWA-6	Ped/Bike	Opportunities	we disagree with MassDOT’s assertion that HV-3K4 is the “most responsive to the People’s Pike,” a project condition which you prescribed in your ENF certificate. CRWA believes that the AMP opportunity for bike/pedestrian use along the elevated Grand Junction Road over I-90 makes for a more direct connection to the River and its parklands	Noted. The SFR Hybrid option is a further refinement of the variation proposed by the IRT after further review of the AMP Throat Area variation presented in the DEIR. See Section 2.2.2.2 of the NPC for further discussion of updates to the Throat Area options. See Sections 2.3.4 and 2.3.7 of the NPC for further discussion of Open Space and Recreation as well as Pedestrian and Bicycle considerations, respectively.
CRWA-7	Climate Change	Study	Model does not include “precipitation based flooding in the Study Area from upland sources (i.e., stormwater runoff).”	See responses to CACM-50, CACM-52 and CACM-53.
CRWA-8	GreenDOT	Compliance	Nor does it appear that the project will comply with MassDOT’s GreenDOT criteria for transportation systems and infrastructure design	The Project will promote healthy transportation modes and support for smart growth development.
CRWA-8.5	Stormwater	Mitigation	MassDOT states that both the HV and AMP options will have no impacts on floodplain, ABC as currently proposed will result in loss of flood storage, would require compensatory flood storage.	See Section 2.3.13 of the NPC for further discussion of floodplain impacts. The Modified At-Grade and SFR Hybrid options require fill within the floodplain of the Charles River that would need to be mitigated in order to comply with Massachusetts Wetlands Protection act requirements.
CRWA-9	Green Infrastructure	Incorporation	DEIR fails to incorporate GI on a meaningful scale	Project includes Green infrastructure. Additional details to be provided in SDEIR.
CRWA-10	Stormwater Management	Jurisdictions & compliance	MassDOT should explain its statement in the DEIR “[a]lthough the limits of jurisdiction among these entities will be distinct and defined by property rights that will be established as part of the Project design process, the attainment of stormwater management goals will be evaluated and measured on a Project-wide basis without regard to proposed jurisdictional boundaries.	The Project will meet stormwater treatment targets on a project-wide basis.
CRWA-11	TMDL	Phosphorous reduction compliance	Failed to show how this DCR-controlled parkway will comply with the TMDL (64% phosphorous reduction).	The Project will meet the 64% phosphorus reduction prior to discharging to the Charles River, but individual segments may not.
CRWA-12	Stormwater	BMP timing	Unclear as to why BMPS are listed in Stage 6	Stormwater BMPs will be constructed as phasing and maintenance of traffic allows. In the meantime, the Project will meet construction period stormwater requirements in accordance with the construction general permit and the SWPPP.
CRWA-13	Groundwater	Elevation for BMP design	no documentation of soil tests and ground water levels at the locations where these BMP’s are proposed.	Subsurface investigations are ongoing and will be finalized prior to permitting. Reference to historical data used for conceptual design will be included in the SDEIR.
CRWA-14	TMDL	Compliance	CRWA is uncertain about the project’s ability as designed to meet the TMDL. Specifically, the project proposes no treatment for several of the small drainage areas and only partial treatment for the larger drainage areas.	Calculations were included in the technical appendix of the DEIR confirming how the Project will meet the TMDL. These calculations will be updated for any design changes since the DEIR and will be included in the SDEIR.
CRWA-15	Outfalls	Status	concerned about the two new/relocated outfalls (#02 and 03) shown in DEIR Figure 4.17-2 for the 3K-HV option. It is unclear whether the relocated discharge will be considered a new discharge by MassDEP.	Stormwater from the Project Area currently discharges to the Charles River. The Project will reduce the amount of impervious area and stormwater runoff and will add stormwater treatment BMPs. The outfalls will discharge treated stormwater to the same receiving water as prior to construction.
CRWA-16	Outfalls	Water quality	The project has not even attempted to treat any flows going to the Salt Creek outfall (# 04)	Stormwater treatment is provided wherever feasible within the Project Area and the water quality of the stormwater discharging from the Project site to the receiving water will be greatly improved under proposed conditions.
CRWA-17	Discharge type	Water quality	opportunity for MassDOT to leverage resources from them to work with BWSC to clean up the current and any increased discharge through a constructed wetland, rather than a new outfall.	This will be discussed in the SDEIR.
CRWA-18	Watershed	Study location	FEIR should be scoped to include a stormwater management district plan for larger drainage area (see figure 1 in CRWA letter)	Noted.
CRWA-19	BMP function	Throat Area	how these BMPs will perform given the soil conditions and high groundwater table in the area	Subsurface investigations are ongoing and will be finalized prior to permitting. Reference to historical data used for conceptual design will be included in the SDEIR. A detailed subsurface model will be used to perform a mounding analysis during the permitting/design phase to confirm that proposed stormwater infiltration will not have any adverse impacts given the soil conditions.
CRWA-20	Parkland	Throat Area impacts	large viaduct footings will also need to be located in this parkland to support the viaduct. We believe that MassDOT’s preferred alternative will diminish the value of the parkland	See Section 2.3.4 of the NPC. An analysis of parkland impacts will be included in the SDEIR. A preferred alternative for the Throat Area has not been identified at this time. In addition to viaduct options for the Throat Area, MassDOT is advancing an at-grade Throat Area option – the Modified At-Grade option – for further analysis in the SDEIR. All options provide some impacts and a net overall benefit to parkland.

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CRWA-21	Visual	Renderings	MassDOT should be required to include visualizations from across the river for all three throat options—3K-HV, AMP and ABC, and for the 3K-HV option, from underneath the viaduct and from the PDW.	The AMP is no longer being considered a reasonable Throat Area option for the Project and has been replaced with the SFR Hybrid (see Section 2.2.2.2 of the NPC). Visualizations from across the river and from the PDW path have been provided for all three Throat Area options currently under consideration and will be further evaluated in the SDEIR. See Section 2.3.3 of the NPC.
CRWA-22	Noise	Mitigation	there is no noise mitigation proposed in the 3K-HV option.	See Response to Frequent Comment NO-1 and MI-1. Noise mitigation was evaluated for the 3K-HV option and found to be feasible and reasonable for certain areas of the Project. Noise impact and mitigation will be evaluated for the 3L alternative including all three Throat Area options in the SDEIR.
CRWA-23	Historic	Impacts	MassDOT should thoroughly analyze noise mitigation options for all three throat options and the impact to historic resources.	The Section 106 process will include an evaluation of noise impacts to historic properties and will consider mitigation options if appropriate. Noise mitigation structures such as walls have the potential to adversely affect historic properties and those impacts will also be evaluated. See Response to Frequent Comment NO-1. Noise impact and mitigation will be evaluated for the 3L alternative including all three Throat Area options in the SDEIR.
CRWA-24	Highway	Lane width design/Safety	However, under all three options, the starting point should be the minimum safe I-90 width. Current safety on the viaduct appears quite well (1.08 crashes per million)	The safety data presented in the DEIR demonstrates that the viaduct is less safe than similar highway facilities in the state. The crash rate of 1.08 crashes per million vehicle miles traveled (MVMT) documented in the DEIR is in fact 86% greater than the state-wide average of 0.58 crashes/MVMT for urban interstate highways (see Table 4.8.6 and accompanying discussion on page 4-22 of the DEIR). The I-90 safety analysis will be updated for the SDEIR.
CRWA-25	Highway	Analysis use/width	I-90 vehicle use (and that of SFR) is likely to look quite different in 20, or even 10, years given the likely advent of driverless cars, and improved public and alternative modes of transportation. We ask that you require MassDOT to analyze these transportation mode changes in relation to its preferred alternative viaduct width.	I-90 travel lane and shoulder widths for the current Throat Area options are described in Section 2.2.2.2.
CRWA-26	Highway	Design width	MassDOT should analyze its conclusion that a fully AASHTO standards applicable highway with four, 12- foot lanes in each direction with4-foot shoulders left and right both east and west- bound is necessary in the throat area, irrespective of which option is chosen	I-90 travel lane and shoulder widths for the current Throat Area options are described in Section 2.2.2.2.
CRWA-26.5	Mitigation	Bank/Fish habitat	Existing bank habitat in this section of the river is poor and under all three options should be restored as project mitigation.	All Project options include improvements to the existing shoreline of the Charles River.
CRWA-27	Rail	GJR closure timing	In the FEIR the proponent should explain in detail why both the AMP and ABC options would require shutting down the Grand Junction Rail (GJR) for a minimum of three years, and up to five years, to rebuild the GJR.	The AMP Variant has been dismissed from further evaluation and replaced by the SFR Hybrid Throat Area option. See Sections 2.2.2.2 of the NPC. See Section 2.3.21 of the NPC for a discussion of construction impacts, including closure of the GJR. Under SFR Hybrid and Modified At-Grade, the Project will displace the existing Grand Junction Railroad tracks with a new at-grade highway. There is no ability to build the new highway, maintain existing highway operations and retain the Grand Junction simultaneously.
CRWA-28	4(f)	Evaluation timing	Section 4(f) evaluation is required. See, DEIR ch.6 at 1. It makes little sense to postpone this evaluation until National Environmental Policy Act review	Section 4(f) is a federal law that FHWA, as a part of the U.S. Department of Transportation, is required to implement. A draft Section 4(f) evaluation will be included in the NEPA DEIS.
CRWA-29	Alternatives	Wetland alteration	MassDOT conduct a fair and thorough environmental analysis of design alternatives that would require fill in the river for additional parkland.	The Modified At-Grade as currently proposed includes fill within the river for parkland improvement. See Section 2.3.12 of the NPC.
CRWA-30	4(f)/Article 97	Adverse effect	there will be an adverse effect on historic resources and Mass DOT's preferred alternative will also require the conversion of Article 97 land. Accordingly, the effects should not be considered de minimis to historic resources.	Effects to historic properties will be assessed by FHWA as part of the Section 106 process in consultation with the Massachusetts State Historic Preservation Officer, the Advisory Council on Historic Preservation, Tribal Historic Preservation Officers, and other Section 106 consulting parties. If adverse effects are identified as part of the that process, FHWA and MassDOT will seek to avoid those effects. If the adverse effect cannot be avoided, it must be minimized and mitigated in consultation with the parties mentioned above. Under Section 4(f), a Section 106 finding of an adverse effect on a historic resource would not be considered a de minimis impact. An analysis of impacts on historic resources and Article 97 land will be included in the SDEIR. A preferred alternative in the Throat Area will be identified in subsequent environmental filings.

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CRWA-31	4(f)	Shading impacts	Potential Section 4(f) Impacts, lists “Minimal Shading PDW Path” as the only indirect impact, elsewhere in the DEIR, MassDOT identifies 6,100 sf of indirect impacts for 3K-HV. This should be reconciled and explained in the FEIR.	See Section 2.3.4 of the NPC. Additional information on Section 4(f) impacts will be included in the SDEIR, including indirect impacts.
CRWA-32	4(f)	Park & historic impacts	complete the 4(f) evaluation and to identify and quantify clearly each of the direct, indirect and temporary parkland and historic resource impacts and the mitigation it is proposing for these effects. Impacts with specific locations identified should also be presented in tabular format.	The Section 4(f) evaluation is informed by the Section 106 process so it typically does not formally commence until an effect finding has been determined under Section 106. An evaluation of Section 106 effects and draft Section 4(f) evaluations will be included in the NEPA DEIS. See Section 2.3.4 of the NPC and Response to Frequent Comment MI-1. Additional information on Section 4(f) impacts will be included in the SDEIR and DEIS, including information on indirect impacts and mitigation.
CRWA-33	4(f)/highway	Eval/lane widths	section 4(f) evaluation, MassDOT should discuss and analyze smaller I-90 lane widths and shoulders in the throat area in order to avoid parkland and historic resource impacts under all three options.	Section 106 requires the consideration of alternatives that avoid adverse effects to historic properties. If an adverse effect cannot be avoided, alternatives which minimize the adverse effect must be evaluated.
CRWA-34	Article 97	Conversion	we remain unclear about the location and amount of Article 97 land conversion required in the throat area under MassDOT’s preferred alternative. Land under an expanded viaduct is not identified as Article 97 land in Figure 5.4-2; it is shown as a stormwater BMP-area	An analysis of impacts on historic resources and Article 97 land will be included in the SDEIR. A preferred alternative in the Throat Area will be identified in subsequent environmental filings.
CRWA-35	Wetland impacts	Temporary vs. permanent	pipe planned to discharge at the toe of planned armored rock is clearly a wetland resource alteration of bank, riverfront area, bordering land subject to flooding, and depending on scouring and erosion, has high potential to alter land under water. We do not believe that this should be considered a temporary impact	Any permanent alteration to state wetland resource areas will be classified as a permanent impact.
CRWA-36	Outfalls	Permitting/Impacts	Permitting for the proposed stormwater outfall(s) should be detailed in the FEIR, the responsible party(ies) identified, all potential impacts to wetland resources identified, and NPDES permitting required from EPA, if any, or whether (and how) this would be covered by the City of Boston’s Phase I stormwater permit.	See table 3.5.1 for a list of permits. Additional details on responsible parties will be developed during design of the Project.
CRWA-37	Wetland impacts	Conformance with regs	The proponent should discuss in detail how the project will comply with the Wetlands Protection Act and the City of Boston’s wetland ordinance with respect to both temporary and permanent resource impacts.	See section 2.3.12 for discussion of wetland impacts. As a state agency MassDOT is not subject to the City of Boston’s wetland ordinance.
CRWA-38	Chapter 91	Landlocked tidelands juris	It is unclear to us whether the full extent of the landlocked tidelands is shown in Figure 4.12-3. In the FEIR the proponent should clarify this	See DEIR Figure 5.12.4 and NPC Figure 2.3.12-2 for an overlay of Project design on both filled and landlocked tidelands.
CRWA-39	Chapter 91	Impacts	The full project area’s temporary and permanent Commonwealth tidelands’ impacts should be included in the FEIR.	The full Project impact to tidelands will be include in the SDEIR.
CRWA-40	Stormwater	Quality/Tidelands	Although MassDOT states that stormwater management compliance will be achieved on a project area-wide basis, this does not address the requirement in 310 CMR 9.55 of all feasible measures to avoid or minimize detriment to attainment of water quality goals in tidelands. Since no new stormwater treatment is proposed for SFR in the throat area, MassDOT should discuss how it will meet this requirement.	This will be discussed in the SDEIR.
CRWA-41	Phasing	More detailed	Project phasing and stages for project elements should be more precise in the FEIR, particularly for the construction of bicycle and pedestrian bridges, construction of stormwater BMPs, and creation of new parkland	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
CRWA-42 a	Mitigation	Resiliency	Construction of a system of blue greenway(s) and wetlands for stormwater management, flood resiliency, and reduction of heat island effect in the project area;	This will be discussed in the SDEIR.
CRWA-42 b	Mitigation	Bank/Fish habitat	Charles River bank restoration from at least the throat area to the River Street Bridge with vegetation to provide fish habitat;	The sloped portions of the Bank of the Charles River are being improved under all proposed options
CRWA-42 c	Mitigation	Additional park/sw mgmt. features	A larger “Allston Esplanade” park for the public with bioswales and wetland features for stormwater management	This will be discussed in the SDEIR. Wetland features and bioswales are being considered for the riverfront park.
CRWA-42 d	West Station	Timing	Construct West Station in Phase 1	See Response to Frequent Comment WS-2.
CRWA-42 e	Ped/bike	Surface Design type	Pervious pavement for bicycle-pedestrian lanes and the PDW path;	Pervious pavement for bicycle lanes and the PDW will be considered.
CRWA-42 f	GJR path	Timing	Completion of the GJ Path at the start of the project	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
CRWA-42 g	Ped/Bike	Timing Franklin St. Bridge	Construction of the Franklin Street Bridge in Stage 1 and the Malvern Street bridge connection as soon as feasible and well before Stage 5.	See Response to Frequent Comment PB-5. Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.

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CRWA-42 h	Ped/Bike	Access	A true Peoples Pike that connects the residential neighborhood to the River through a network of bike and pedestrian greenways and parkland.	See Response to Frequent Comment PB-6.
CRWA-43	Charles River	Tidal vs. non tidal	Contrary to MassDOT's assertion, see, DEIR at 4.12.2, our understanding is that the river is considered tidal to the Watertown Dam. This should be clarified in the FEIR.	The construction of the Charles River Dam near Boston Harbor converted the Charles River from a tidal estuary to a freshwater basin. The limit of navigation is considered the Watertown Dam.
CRWA-44	Public Participation	continuation	public participation during development of the FEIR is essential to the success of this project for transparency, public review, and a better project. We believe that the Task Force is the ideal vehicle for facilitating this public participation	See Response to Frequent Comment PP-1. Public involvement is an important part of the MEPA process and will continue through the state and federal environmental review processes. See Section 2.3.23.2 for a discussion of public outreach since publication of the DEIR.
Charlotte Mao 2/9/18				
CM-1	Streets	Traffic Impacts	Opposes any plan where general traffic uses n/s connection via Malvern & Babcock	See Response to Frequent Comment TF-3.
Charlotte Wagner 2/9/18				
CWAG-1	Ped/Bike	Design Preference	Supports Walk Boston & CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
CWAG-2	Transit	Bus Connections	Include regional rail and cross town bus connections	See Response to Frequent Comment TF-5.
CWAG-3	Ped/bike	Access	Provide ped/bike access to river and across project area	Access to the river is improved with connections at Cambridge/River Street, from the new future development at Cambridge St South, from West Station and from the PDW path east of the Project Area.
CWAG-4	Ped/bike	Design	Provide separate paths for walker/runner/cyclists	Separate paths are provided for pedestrians and cyclists to the extent feasible.
Damien Croteau-Chonka DCC = same as D. Iles #1-16 2/9/18				
Dana Busch DB = same as D. Iles #1-16 2/9/18				
DB-17	Traffic/Streets	Speed limit/Design	Dropping speed limit as Pike enters city limits, dropping # of lanes and redesigning streetscape	Changing the speed limit on I-90 to 25mph at the Boston city limits, or reducing the number of lanes on I-90, are not being considered by MassDOT as part this Project. See Section 2.3.8.5 of the NPC for a discussion of lane requirements on I-90.
Dena (Brody) Feldstein 2/9/18				
DF-1	Land Use	Planning	further study to ensure a holistically (sic) planned project for both sides of the Charles River	Currently, planning for the north side of the river is not included in the Project scope.
DF-2	Traffic	Construction mitigation	take into account ways to alleviate the driving hardships the project will create during its construction	See Response to Frequent Comment MI-1. MassDOT will continue to work with the Project Task Force, Project stakeholders and the affected communities to develop a detailed set of construction phase traffic mitigation measures. The proposed mitigation plan will be described in the SDEIR.
DF-3	Traffic	Construction term movements	preserve on/off access to the MA Pike at Exits 18/20 throughout construction	Vehicular access and egress to I-90 at Exit 131 (formerly exits 18-20) will be maintained throughout construction.
DF-4	Streets	Design	reserve an exit ramp from Storrow Drive directly onto the River Street Bridge toward Cambridge	See Response to Frequent Comment TF-2.
DF-5	West Station	Timing	Simultaneously develop West Station	See Response to Frequent Comment WS-2.
Elena Saporta 2/9/18				
ELS-1	West Station	Timing	Include in preliminary plans	See Response to Frequent Comment WS-2.
Eric A. Stratton 2/9/18				
EAS-1	Ped/Bike	Design Preference	Supports unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Erica Quigley 2/9/18				
EQ-1	West Station	Timing	Build West Station now	See Response to Frequent Comment WS-2.
EQ-2	Transit	Bus Routes	A north-south bus corridor at West Station is crucial for making long-desired transit connections to job sectors located in Cambridge, BU, and the Longwood Area.	See Response to Frequent Comment TF-5.
EQ-3	Highway	Design Preference	Don't build the viaduct- surface options more practical & opps for multi modal connections, saves construction costs, allows for air rights development	See Response to Frequent Comment HA-1.
EQ-4	Ped/Bike	Design Preference	Supports Walk Boston and the CRC Unchoke The Throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1

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EQ-5	Streets	Design	Create network of safe, human scales streets in neighborhood	See Response to Frequent Comment TF-4.
EQ-6	Ped/Bike/Rail	Design	Allow for the creation of the proposed People's Pike pedestrian and bicycle path between Franklin Street and the Charles River by flipping the rail lay-up yard, as Harvard has proposed.	See Responses to Frequent Comments PB-6, WS-3 and RA-1.
EQ-7	Ped/Bike	Timing	Build Franklin Street footbridge in first phase	See Response to Frequent Comment PB-5.
Esplanade Association 2/9/18				
ESA-1	Ped/Bike	Design	More thought given to space provided for pathway construction and conflicting uses shall be separate to promote safe commuting and recreational uses	Differences in use between commuting and recreational users will be considered in the design of pathways to promote safety.
ESA-2	Ped/Bike	design	Improve existing pathway infrastructure along Charles River and connectivity to and from Esplanade	Access to the river is improved with connections at Cambridge/River Street, from the new future development at Cambridge St South, from West Station and from the PDW path east of the Project Area.
Francis Caro 2/9/18				
FC-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
FC-2	Transit	Bus Connections	The project provides an important opportunity for an improved bus connection between the Longwood Medical area and Harvard Square.	Noted.
FC-3	Ped/Bike	Design	better access to the Charles River for cyclists and pedestrians. The improved access should separate cyclists from pedestrians.	See Response to Frequent Comment OS-1.
Fred Salvucci 1				
FS1-1	Streets	Design	The DEIR does not explore the possibility that a “slip ramp” from the westbound SFR underpass to the Frontage Road and Western Avenue might partially mitigate the Cambridge concerns, while decongesting the complicated Cambridge Street/River Street section of road.	See Response to Frequent Comment TF-2.
FS1-2	Land Use/Streets/Noise/Rail	Placemaking Study Bypass Road & Rail Flip	no visibility given to the set of actions proposed by the City “place making” study to provide a Cambridge Street bypass, which can further reduce traffic and excessive width on urban grid streets, facilitate eventual air rights construction over the rail infrastructure, and even the turnpike, plus provide a People's Pike, plus an improved noise buffer and setback along the Southern edge of the rail infrastructure to significantly improve the interface with the Pratt street neighborhood, sometimes called the "flip". DEIR does not mention much less analyze this possibility.	The Cambridge Street Bypass will be analyzed in the SDEIR as a potential refinement to the 3L Realignment that may be constructed, subject to its environmental consequences and technical and financial feasibility. MassDOT is also continuing to advance development of a shared use path from Franklin Street Pedestrian Bridge to the Harry Agganis Way connection to the Charles River Reservation for potential inclusion into the Project’s Build Alternative. See Responses to Frequent Comments TF-1, PB-6, WS-3, RA-1, and NO-1. See Section 2.2.2 of the NPC.
FS1-3	Construction	Analysis	Significant omissions in the fair comparison of constructability, functionality, and cost.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
FS1-4	Alternatives	Viaduct	However, the multiple variants of the viaduct replacement scheme cause confusion, and it seems that some of the claims of the advantages of the viaduct replacement are not achievable in the case of HV 3 that is recommended.	The current design of a Highway Viaduct is included in this NPC and will be further evaluated in the SDEIR. See Section 2.2.2.2 for a discussion of the Modified Highway Viaduct. MassDOT has publicly announced it will focus on advancing the Modified At-Grade design for the I-90 Allston Multimodal Project which comes after significant stakeholder engagement as well as input and support from elected officials and the Project Task Force. MassDOT will continue to assess each alternative considered in detail in future environmental review filings so readers can evaluate their comparative merits.
FS1-5	Cost/Funding	Source	The DEIR does introduce the possibility of using federal funding, bonding against toll revenues, and seeking public /private funding as mechanisms to deal with financing the restructuring of the interchange	A funding Plan is currently being prepared that will determine how the Project could/would be paid for.
FS1-6	Alternatives	No build	The "no build" option is extremely questionable and not described in any level of detail to allow serious evaluation… it is incumbent upon MassDOT to admit that there is no responsible "no build" plan, and that the public should focus on the rest of the DEIR.	The No Build Alternative is required to be included in the set of alternatives evaluated in the Project’s environmental documents according to MEPA guidelines. In fact, on page 11 of MEPA’s Certificate on the DEIR, MEPA states: “analysis of the No Build Alternative must be included in the FEIR”. Consequently, the SDEIR will include an evaluation of the No Build Alternative.
FS1-7	West Station	Timing	The apparent postponement of West Station until 2040 without an interim West station is unacceptable to all participants in the task force, and the general public	See Responses to Frequent Comments WS-2 and MI-1.
FS1-8	Rail	Layover	The lack of a balanced view of layup needs of the Worcester branch of commuter rail operations is a deficiency in the DEIR	See Response to Frequent Comment WS-5.
FS1-9	Construction	Analysis	The constructability analysis of the HV3 option in the throat area is deficient.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.

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FS1-10	Rail	Throat area	The previous rationale for an HV option in the throat was the belief that it was necessary to maintain rail service to Houghton Chemical Company, but Houghton has agreed to relinquish rail freight access within a year, so the Houghton access issue is no longer relevant	The Houghton Chemical freight access is no longer in service and is not being included as a factor in future designs.
FS1-11	Construction	3K-ABC	MassDOT to develop a detailed constructability plan for the ABC Plan incorporated the boardwalk for both constructability and environmental periods.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
Fred Salvucci 2				
FS2-1	Highway	AAHSTO Applicability	introduction of ASSHTO (sic) "standards" is not only pointless, but counterproductive	Noted.
FS2-2	Highway	Design	Turnpike between Newton Corner and Copley should be recognized as a six lane expressway;	See Responses to Stephen Kaiser comments SK3-1 and SK3-5.
FS2-3	Highway	Design Preference	Support the ABC proposal for an at grade replacement because it is both more constructible, less expensive to construct and to maintain, and more conducive to moderate speeds appropriate for this location;	See Response to Frequent Comment HA-1.
FS2-4	West Station	Timing	At least an interim West Station is required at the earliest possible point in the construction to renew the Allston Interchange, along with roadway connections for bus services via Malvern to Commonwealth Avenue and Cambridge Street.	See Responses to Frequent Comments WS-2 and MI-1. Additional mitigation details, including interim transit options, will be included in the SDEIR.
FS2-5	Transit	Bus Connections	DEIR omitted the agreed upon bus connectivity from its preferred alternative. It is essential to restore this agreed upon bus connectivity between Cambridge Street, West Station, and Commonwealth Avenue via Malvern to improve public transportation and distribution in the area.	See Response to Frequent Comment TF-5. The MEPA certificate on the Project's ENF required MassDOT to "evaluate" a potential roadway connection from the interchange to Commonwealth Avenue. This requirement to analyze a connection did not constitute a "commitment" by MassDOT to construct a roadway connection. However, a roadway connection restricted to transit vehicles only is included in the 3L Re-alignment Alternative.
FS2-6	Highway/Streets	Design	Possibility of providing more direct access from the eastbound Turnpike to the LMA via Park Drive, by providing an off ramp from the eastbound Turnpike to St. Mary's Street, or Beacon Street- require analysis	Evaluation of new ramps from I-90 to St. Mary's Street or Beacon Street is beyond the scope of the Project and was not required in MEPA's Certificate on the DEIR.. However, study of these ramps could be pursued as a separate project.
Friends of Grand Junction Path & Friends of Community Path 2/9/18				
FGJ-1	Rail	GJ Design	One of the most crucial sections of the corridor to make the GJ Path functional is where it crosses the Charles River under the BU Bridge and links to the Charles River Paths in Boston, and will link with the future planned Allston multi-use path as part of the project	See Responses to Frequent Comments RA-1, RA-2, and WS-3.
FGJ-2	Ped/Bike	Design	Ask that MassDOT includes a walk-bike path corridor in the designs, from the south side of the I-90/SFR to the north side, at the BU Bridge area, including connection points from Allston Paths to the Charles River Paths and the BU Bridge underpass to the GJ Path.	See Responses to Frequent Comments: PB-2 & 3 TR-1
FGJ-3	Ped/Bike	Design Preference	Support unchoke the throat by CRC & Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
FGJ-4	Transit/Rail	Connections	A future of transit links from West Station to Kendall Square, North Station, Sullivan Square, Everett/Chelsea, and the Airport must not be precluded. The Allston Interchange plans must include the design & build of West Station, with capacity for both Commuter Rail and GJR	See Responses to Frequent Comments RA-1, RA-2, and WS-3.
FGJ-5	Rail	GJ Design	ask that MassDOT includes and specifies sufficient width for passenger rail trackage on the GJ corridor from the future West Station area to the "throat" area.	See Responses to Frequent Comments RA-1, RA-2, and WS-3.
Galen Mook 2/9/18				
GM-1	Ped/Bike	Design	The DEIR does not accommodate an off-street and uninterrupted multiuse bicycle and pedestrian path east/west through the project area …at no point in the design process was any complete and uninterrupted bicycle path analyzed and presented to the Task Force	See Response to Frequent Comment PB-6.
GM-2	Ped/Bike	Design	DEIR requires all bicycle riders heading north/south through the Malvern St, Babcock St, and Agganis Way connections to utilize signalized intersections that cross highway ramp traffic…. DEIR is proposing a very weak link.	See Responses to Frequent Comments: PB-2 & 3 TR-1
GM-3	Ped/Bike	Design	DEIR prevents bicycle access between Comm Ave and PDW Path on the Charles River Reservation…. analysis of the 3K-ABC at-grade option the DEIR omits any bicycle or ped connections between Comm Ave and the PDW Path.	See Responses to Frequent Comments OS-1, RA-1, RA-2, and WS-3.
Gene Dolgin 2/9/18= GD same as K. Wilson #1-11 **Georgene Herschbach 2/9/18**				

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GH-1	Ped/Bike	Design Preference	Support Sasaki & Solomon Foundation with landscaped strip between road and river in throat area	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Gesa Kirsch 2/9/18				
GK-1	Ped/Bike	Improve	Improve PDW Path	See Responses to Frequent Comments OS-1 and PB-3.
GK-2	West Station	Timing	Construct now	See Response to Frequent Comment WS-2.
Gloria Tatarian 2/9/18				
GT-1	West Station	Timing	build now	See Response to Frequent Comment WS-2.
GT-2	Open Space & Rec	Design	Add green space near river buffering people from highway	Planted buffers will be provided for much of the riverfront park area.
GT-3	Ped/Bike	Design Preference	Supports at-grade design and extend shoreline	A more diverse riverbank is considered for all alternatives. Under the Modified At-Grade Throat Area option, the PDW path is located on a boardwalk to allow for shoreline plantings. See Response to Frequent Comment HA-1.
GT-4	Ped/Bike	Design	Create separated bike/ped paths	See Response to Frequent Comment OS-1 and PB-2.
GT-5	Ped/Bike	Design/location	Build over highway and rail to connect BU, Comm Ave and Brookline to Charles River path	See Responses to Frequent Comments: OS-1 PB-2 & 3 TR-1
Greater Boston Chamber of Commerce 2/9/18				
GBCC-1	West Station	Timing	Build and operated beginning in Phase 1	See Response to Frequent Comment WS-2.
GBCC-2	Transit	Bus Service	Support crosstown bus service via Malvern Street thru West Station area	See Response to Frequent Comment TF-5.
GBCC-3	Transit	Study	Prepare updated transit demand study for all public transportation elements including West Station, n/s buses and other related elements with a catchment area and land use assumptions for analysis including zones north and south of rail alignment.	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
Greg, Paulina, Evelyn Kelly 2/9/18				
GPEK-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
GPEK-2	Highway	Design preference	Don't build viaduct	See Response to Frequent Comment HA-1.
GPEK-3	Streets	Design	Create safe, multimodal human scaled streets in new neighborhood.	See Response to Frequent Comment TF-4.
H. Parker James 2/9/18				
HPJ-1	West Station	Need	"We absolutely need West Station….This is a must-do project"	See Response to Frequent Comment WS-4.
HPJ-2	Streets	Design	temporary ramps connecting the eastbound Turnpike either to Mountfort St. or to Beacon St. That would provide great relief to the Allston interchange connections that connect the Turnpike to SFR.	Temporary ramps from I-90 to Mounfort Street or Beacon Street are beyond the scope of this Project and were not required to be evaluated in MEPA's Scope for the FEIR. However, study of these ramps could be pursued as a separate project.
HPJ-3	Streets/Ped/Bike	Design preference	unchoke the throat" moving Storrow Drive roadway inland, away from the river. I also support a "People's Pike" pedestrian/bike connection from Allston to the Charles River.	See Responses to Frequent Comments: PB-2, 3 and 6 TR-1 MI-1
Herb Wagner 2/9/18				
HW-1	Ped/Bike	Design Preference	Supports unchoke the throat by Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Jared Alves 2/9/18				
JAL-1	Climate Change	Address	Project abdicates addressing climate change	See NPC Section 2.3.19 Climate Change Vulnerability and Resiliency.
JAL-2	Land Use	Consistency	Undermines Imagine Boston 2030 and Go Boston 2030 and BPDA's Placemaking Study	See Response to Frequent Comment LU-1.
JAL-3	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
JAL-4	Highway	Design preference	Construct at grade	Noted.
JAL-5	Ped/Bike	Design Preference	support CRC and Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1

ID	Issue 1	Issue 2	Comment Excerpt	Response
JAL-6	Traffic	Tolls	Evaluate potential for congestion pricing and/or dynamic tolling to manage demand	Evaluation of congestion pricing or dynamic tolling on the Massachusetts Turnpike is beyond the scope of this Project. However, study of these TDM measures could be pursued as a separate project.
JAL-7	Streets	Design	New streets human scale	See Response to Frequent Comment TF-4.
JAL-8	Rail	GJR	Accommodate reactivation of GJR	See Response to Frequent Comment RA-2.
Jessica Robertson 2/9/18				
JROB-1	Ped/Bike	Cost	a bike/pedestrian overpass that would connect from Cambridge Street South to Malvern Street, this should not be included in the cost of West Station.	See Responses to Frequent Comments: OS-1 PB-2 & 3 TR-1
JROB-2	Ped/Bike	Cost	Only the incremental cost of expanding this overpass to accommodate buses should be included in the cost of West Station.	See Responses to Frequent Comments: OS-1 PB-2 & 3 TR-1
JROB-3	Ped/Bike	Design	Phase III design in the DEIR includes a second bike/pedestrian connection from West Station to Agganis Way. This structure is also designed to accommodate emergency vehicles and would require only an incremental increase in size and strength to accommodate buses.	The potential pedestrian/bike connection from Agganis to West Station is no longer under consideration in lieu of the current study to incorporate a pedestrian/bike shared use path connection between Franklin Street and Agganis Way along southern boundary of Beacon Park Yard.
JROB-4	Transit	Bus Route Analysis	Multiple options for bus connections should be analyzed, including but not limited to two-way bus travel connecting to Malvern Street, and a one-way pair utilizing Malvern Street for northbound buses and Agganis Way for southbound buses.	A two-way pedestrian, bicycle and transit-only connection from the I-90 interchange/West Station to Malvern Street is included in the proposed 3L Re-alignment Alternative. Bus connections via Harry Agganis Way and Buick Street were evaluated in the DEIR and dropped from further consideration because of the potential impacts associated with these routes (see Section 5.4.4 of the Traffic Operations Study, DEIR Appendix C).
Joel Carela 2/9/18				
JC-1	West Station	Timing	Construct immediately	See Response to Frequent Comment WS-2.
JC-2	Highway	Design Preference	Surface option	See Response to Frequent Comment HA-1.
JC-3	Ped/Bike	Design	Allow for construction of ped/bike between Franklin St. and Charles River	See Responses to Frequent Comments: OS-1 PB-2, 3 and 6 TR-1
Harvard Graduate Students 2/9/18				
HGSD-1	West Station	Timing	Construct West Station in Phase 1 is critical. 2040 is unacceptable.	See Response to Frequent Comment WS-2.
HGSD-2	Streets	Design	reexamine street design and active transportation infrastructure proposed to ensure Beacon Yards becomes a transit, pedestrian and bicycle-oriented environment	See Response to Frequent Comment TF-4.
HGSD-3	Transit	Bus connections	North-South bus link: We believe bus service must be improved in the area as a means for near-term mitigation and long-term connectivity.	See Response to Frequent Comment TF-5.
HGSD-4	Highway	Design preference	We urge a viaduct reconstruction option that provides the best opportunity for pedestrian and bicycle infrastructure by selecting at-grade	See Response to Frequent Comment HA-1.
John Harris 2/9/18				
JHAR-1	Streets	Traffic Impact	Opposed to cars on Malvern thru North Brookline neighborhood, construct bus-only n/s crossing that guarantees restrictions against general car/ truck traffic be guaranteed through…physical barriers and legal and regulatory prohibitions	See Response to Frequent Comment TF-3.
JHAR-2	N/S Crossing	Timing	Construct early	See Response to Frequent Comment WS-2 and Section 2.2.2.3 of the NPC.
John McDougall 2/9/18				
JMCD-1	West Station	Timing	Built at once	See Response to Frequent Comment WS-2.
JMCD-2	Highway	Design preference	Rebuilt pike at ground level	See Response to Frequent Comment HA-1.
JMCD-3	Transit	Bus Routes	Introduce new N/S bus routes	See Response to Frequent Comment TF-5.
JMCD-4	Rail	Upgrade GJR	Upgrade GJR linking West Station, Kendall and North Station	See Response to Frequent Comment RA-2.
JMCD-5	Rail	Schedule	Outside of rush hour, introduce hourly off-peak trains between Worcester & Boston, obviating need to store trains near West Station	See Response to Frequent Comment RA-3.
PETITION SIGNED BY #195 PEOPLE (PETIT) = SAME AS JOHN MCDOUGALL 1-5 2/9/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
John Pelletier 2/9/18				
JPEL-0	Highway	Design preference	Prefers an at-grade solution be reviewed further	See Response to Frequent Comment HA-1.
JPEL-1	West Station	Timing	Build and operate before project starts	See Response to Frequent Comment WS-2.
JPEL-2	West Station	Design	Provide short term temporary station	See Responses to Frequent Comments WS-2 and MI-1. Mitigation for adverse impacts will be included in the SDEIR.
JPEL-3	Open Space & Rec	Design	Open space along river	There is increased parkland along the river and greater access to the parkland. See Section 2.3.4 of the NPC.
JPEL-4	Streets	Design	Street grid should be human scaled narrow	See Response to Frequent Comment TF-4.
JPEL-5	Ped/Bike	Timing	Construct Franklin St. footbridge as early as possible	See Response to Frequent Comment PB-5.
John Prince 1 12/24/17				
JPR1-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Joint Advocacy Group 2/9/18 –DUPLICATE LETTER FROM Charles River Conservancy 2/9/18				
JAG-1	EJ	Consistency	DEIR is inconsistent with EJ	A complete EJ analysis that complies with State EJ policies and protocols will be included in the SDEIR. See Section 2.3.23 of the NPC for a preliminary discussion of the environmental justice analysis to be provided in the SDEIR.
JAG-2	Transit	Mode shift	DEIR is inconsistent with mode shift	See Responses to Frequent Comments WS-2, TR-1 and TF-5. Assumptions regarding West Station and transit services in the study area will be updated in the CTPS model for the SDEIR. The SDEIR will describe the modeling results, including revised mode choice forecasts.
JAG-3	Climate change	Consistency	DEIR is inconsistent with climate change	An initial climate change analysis is included in the NPC (see Section 2.3.19) and an expanded analysis will be included in the SDEIR.
JAG-4	Land Use	Consistency	Inconsistent with City of Boston's imagine Boston 2030 & Go Boston 2030; BPDA Placemaking Study	See Response to Frequent Comment LU-1.
JAG-5a		Bus Routes	West Station and north-south bus connections must be built and operational as early as feasible	See Responses to Frequent Comments TF-5 and WS-2 and Section 2.2.2.3 of the NPC.
JAG-5b		Bus Service timing	North-South bus service must be integrated into West Station operations in the first phase of the project as a means for mitigation.	See Response to Frequent Comment TF-5.
JAG-5c		Design	West Station must be a through station, not a terminal, for North-South bus connections.	See Response to Frequent Comment WS-4 and the updated Purpose and Need (Section 2.1 of the NPC). West Station is planned as a through station with bus, commuter, bicycle and pedestrian connections.
JAG-5d		Consideration of other studies	Operation of West Station must also take into consideration recommendations from existing, ongoing, and upcoming studies and plans	MassDOT will plan West Station operations in coordination with other studies and plans and its Service Delivery Policy. Specific operations are outside the scope of this Project. See Response to Frequent Comment RA-2.
JAG-5e		Layover need	The need for and phasing of a rail layover yard has not been adequately analyzed.	See Response to Frequent Comment WS-5.
JAG-5f		Layover Timing	Any rail layover facilities should be introduced in the final phase of the project construction.	See Response to Frequent Comment WS-5.
JAG-6a		Design preference	The 3K-ABC at-grade option should be pursued as the preferred option for the "throat" section of highway	See Response to Frequent Comment HA-1.
JAG-6b		Air rights 3K-ABC	The 3K-ABC at-grade option opens opportunities for air rights development.	See Section 5.2 of the DEIR for Air Rights discussion as well as Section 2.3.2 of the NPC.
JAG-6c		Costs GJR comparison	The three "throat" area options presented in the DEIR are not directly comparable when considering the rebuild of the Grand Junction Rail bridge over Soldiers Field Road.	See Responses to Frequent Comments RA-2 and Section 2.3.21 of the NPC. Under SFR Hybrid and Modified At-Grade, the Project would reconstruct the existing GJR bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. Similar needs do not exist to make the Project functional under the Modified HV.
JAG-6d		Cost comparison	The DEIR neglects to quantify the full costs of each "throat" option over time.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
JAG-6e		GJR shutdown Costs	The DEIR neglects costs per year for temporary suspension of Grand Junction line rail service.	More detailed analysis of the GJR closure and Project costs will be included in the SDEIR.
JAG-6f		Travel time	The DEIR must detail the disruption of travel to and from points west, for both the Framingham/Worcester Rail line and I-90 highway, when comparison the "throat" options.	See Response to Frequent Comment WS-6. Additional details will be included in the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
JAG-7		Goals	The preferred alternative should provide the greatest opportunity to re-knit residents to the Charles River, reduce the noise impacts of the highway on the Charles River Reservation and Cambridge, allow for long-term use of the GJR as a fully integrated element of the Boston area transit system, and provide mitigation of highway impacts along the riverbank by providing safe and attractive paths for walkers/runners/bikers in this heavily used active transportation corridor.	See Responses to Frequent Comments HA-1, OS-1, PB-1, PB-2, PB-3.
JAG-7a		Env Impacts & Mitigation	The DEIR proposes no mitigation to offset the environmental impacts of the three "throat" options	See Response to Frequent Comment MI-1. Mitigation for adverse impacts is being developed and will be included in the SDEIR.
JAG-7b		Design	All three "throat" options have inadequate, narrow paths for pedestrians and cyclists along the Charles River.	All alternatives currently have 10' wide paths for bicycles and for pedestrians along the Charles River for most of the Project Area. Consideration of path widths can continue.
JAG-8		Design	The proposed street design should conform to City and MassDOT design guidelines and planning documents regarding the appropriate scale of streets in a dense urban area, and provide safe active transportation infrastructure to ensure that Beacon Yards becomes a hospitable, transit-oriented, and pedestrian- and bicycle-friendly neighborhood over the next 50 years.	See Response to Frequent Comment TF-4.
JAG-8a		Timing	The Franklin Street Footbridge must be completed at the onset of this project, and its design should be improved by incorporating a 'flip' of the railyard.	See Response to Frequent Comment PB-5.
JAG-8b		Flip	Analysis of the rail yard "flip" proposed by Harvard University deserves further study	See Response to Frequent Comment WS-3.
JAG-8c	Ped/bike	Connections	The DEIR does not include a "People's Pike" pedestrian and bicycle path between Franklin Street and the Charles River.	See Response to Frequent Comment PB-6.
JAG-8d	Ped/bike	Design	The DEIR lacks protected bicycle infrastructure at high points of conflict with on/off ramp traffic.	Separated pedestrian and bicycle infrastructure will be provided throughout the Interchange 3L street grid to enhance safety.
JAG-8e	Streets	Design	Further analysis is needed to explore the impact of road widths upon active transportation within the proposed street grid.	MassDOT has studied over 20 interchange alternatives since the start of the Project, including at least 13 that include a street grid system (i.e., urban style interchange options). All of these alternatives have been presented to the Project Task Force and most were documented in the Project's ENF filing. With regards to concerns pertaining to proposed street widths, please see Response to Frequent Comment TF-4.
JAG-8f	Streets	Design	Further analysis is needed of the proposed Cambridge Street/West Station Bypass Road.	See Response to Frequent Comment TF-1.
JAG-8g	Streets	Design	Include the Cambridge St/Harvard Ave Intersection in the project scope.	See Response to Comment AVMS-4.
JAG-9	Construction	Staging analysis	Project staging and construction needs significant further analysis in order to fully understand the project impacts and select a preferred alternative.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
JAG-9a	Rail	Construction term	Disruption of commuter rail operations during the construction period must be minimized.	See Response to Frequent Comment WS-6.
JAG-9b	Construction/Traffic	Constructability staging/traffic	The DEIR does not address constructability issues, construction staging, the risk of traffic disruption and spillover traffic into the neighborhood, and appropriate mitigation.	See Response to Frequent Comment MI-1. Further information related to construction impacts will be included in the SDEIR.
JAG-10	West Station	Ridership	Re-assess the projected West Station ridership with other critical factors included.	See Response to Frequent Comment WS-1.
JAG-11	Land Use	Air rights Benefits 3K-ABC	Document the benefits and potential opportunities of being able to develop air rights available through the 3K-ABC at-grade "throat" option.	See Sections 2.2.2.3, 2.3.2.2, 2.4.2, and 2.4.3 of the NPC for considerations of air rights development in the rail layouts. See also Responses to Frequent Comments HA-1 and TF-1.
JAG-12	Transit	Throat Area Var.Const. term impacts	Analyze how the different "throat" options would impact and disrupt travel from east and west for all modes (car, bus transit, commuter rail, bike, pedestrian, etc.) during construction	Further information related to construction impacts will be included in the SDEIR.
Joseph Moore 2/9/18				
JMOO-1	Ped/Bike	Design Preference	Supports Sasaki, Walk Boston & CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
JMOO-2	Highway	Design preference	I-90 and SFR should be at-grade or tunneled	See Response to Frequent Comment HA-1.
JMOO-3	Noise	Mitigation	Include noise mitigation	See Responses to Frequent Comments NO-1 and MI-1.
JMOO-4	Streets	Design	Maintain right turn option from SFR to River St. Bridge	See Response to Frequent Comment TF-2.
JMOO-5	West Station	Timing	Don't delay West Station planning	See Response to Frequent Comment WS-2.
Joshua Lupkin 2/9/18				
JLU-1	West Station	Need	Need Station	See Response to Frequent Comment WS-4.

ID	Issue 1	Issue 2	Comment Excerpt	Response
JLU-2	Traffic	Design	Opportunity to channel traffic directly from eastbound pike lanes to Audubon Circle, LMA and West Fenway	Evaluation of new ramps from I-90 to St. Mary's Street or Beacon Street is beyond the scope of the Project and were not required in MEPA's Certificate on the DEIR. However, study of these ramps could be pursued as a separate project.
JLU-3	Highway	Design preference	Supports unchoke the throat move Storrow drive roadway inland away from river	Noted.
JLU-4	Ped/bike	Design	Supports ped/bike connection from Allston to Charles River	Noted.
Jules Milner Brage 2/9/18				
JMB-1	Mitigation	Environmental	need for environmental mitigation at BPY should be addressed by MassDOT now,	See Response to Frequent Comment MI-1. Mitigation for unavoidable adverse impacts will be described in the SDEIR and further described in the FEIR if necessary.
JMB-2	Ped/bike	Design	Create as many cross-BPY north-south biking/walking connections as possible *and* create a connection to the Charles River bank (and PDW Path) at the BU Bridge.	See Responses to Frequent Comments OS-1 and TR-1.
JMB-3	Transit	Design	Create at least one cross-BPY north-south mass-transit connection to the Commonwealth Ave. axis *well east* of the Harvard Ave. / Linden St. at Cambridge St. / Brighton Ave. intersection	See Response to Frequent Comment TF-5.
JMB-4	Highway/Rail	Design	keep the total height of the highway and railway structures as short as possible.	The height of rail infrastructure is dependent on profiles of existing infrastructure and other features in the Throat Area. MassDOT will endeavor to make infrastructure as short as reasonably possible.
JMB-5	Rail	Design	Create an east-west regional-railway stop at BPY.	See Response to Frequent Comment WS-4. West Station is envisioned as a WML passenger rail stop.
Julia Halprin & Ron Adams 2/9/18				
JH/RA-1	Transit	Timing	Include, expand and initial planning	See Response to Frequent Comment TF-6.
JH/RA-2	Streets	Design	Supports keeping right turn lane and placing it where left turn lane is now- SFR/River Street bridge	See Response to Frequent Comment TF-2.
JH/RA-3	Streets/Traffic	Impacts	If River St. ramp removed, how will it benefit to route heavy traffic thru city streets?	See Response to Frequent Comment TF-2.
JH/RA-4	Streets/Traffic	Analysis	Analyze what will happen at rotary…..BU bridge area(?)	The rotary at the north end of the BU Bridge is outside of the Project study area. Traffic volumes, patterns and conditions at the rotary will not change significantly based upon which interchange ramp alternative or Throat Area option are identified as the preferred. If there are existing traffic problems in this area, the City of Cambridge should work directly with the DCR to develop appropriate solutions.
Karen Molloy 2/9/18				
KM-1	West Station	Timing	Build early –opposes postponement until 2040	See Response to Frequent Comment WS-2.
KM-2	Streets/Ped/Bike	Design	Improve throat by shifting away from SFR and creating separate paths for ped/bike	See Response to Frequent Comment OS-1.
Karen Smith 2 2/9/18= KSM 2 = D. Iles #1-16				
Katha Seidman 1 01/27/18				
KS1-1	Traffic	Increase	dismayed by the possibility of adding to the already significant congestion of Comm Ave east of Packard's Corner should plans to divert traffic exiting the Pike away from Harvard Street be followed. The proposed use of Malvern Street for vehicular access between the Pike interchange and Comm Avenue would result in an alarming increase in traffic on the residential areas of Babcock, Pleasant, and St. Paul Streets,	See Response to Frequent Comment TF-3.
Katha Seidman 2 2/9/18				
KS2-1	West Station	Timing	Build station now	See Response to Frequent Comment WS-2.
KS2-2a	Transit	Access Connections	Suggestions for access from south- for buses and cars: Have buses to the Boston and LMA leave West Station via the Pike and not go onto city streets, returning by the same route. As shuttles to the Medical areas, those buses should stay off city streets as much as possible.	See Response to Frequent Comment TF-5.
KS2-2b	Transit	Access Connections	Malvern should never be a single vehicle road, even one-way north, but rather be one-way north for city buses with elevated two-way bike lanes. That bus route would end at the train/bus station, discouraging cars from entering that street as there would be no outlet to Cambridge.	See Response to Frequent Comment TF-3.
KS2-2c	Transit	Access Connections	Building a 1-way north bus and 2-way bike lane on Malvern Street would create a safe bike path connecting Brookline and the new bike lanes on Commonwealth Avenue to the Charles River and Harvard Square in Cambridge. It would also make it difficult to add vehicular traffic at a later date.	See Section 2.2.2.3 of the NPC.
KS2-2d	Transit	Access Connections	If a bus route leaving West Station needs to be considered to link West Station to Coolidge Corner, then buses should be routed around BU to St. Paul Street, since Babcock Street will have lots of children going to and from the Devotion School, and Pleasant Street is too narrow for a bus route.	West Station has been designed for bus connections. Specific operational decisions will be made outside the scope of this Project in coordination with MBTA policies.
Ken Krause 2/9/18				
KKAR-1	Ped/Bike	Design Preference	Supports Walk Boston & CRC creating separate ped/bike paths	Separated pedestrian and bicycle paths will be provided. See Responses to Frequent Comments LU-1 and PB-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Kendall Square Mobility Task Force 2/9/18				
KSMTF-1	West Station	Construct	construction of West Station	See Response to Frequent Comment WS-2.
KSMTF-2	Rail	GJR Design	accommodation for a two-track connection to potential future Grand Junction passenger transit service.	See Response to Frequent Comment RA-2.
KSMTF-3	Rail	GJR Analysis	comprehensive analysis to ensure that nothing in the funded project creates barriers or challenges to a future two-track connection to GJR service, or hinders future bus connections across I-90, at West Station. incorporate or anticipate all options for a full connection to the future GJ multi-use path across the Charles River.	See Response to Frequent Comment RA-2.
KSMTF-4	Rail	GJR Design	anticipate a fully separated connection across the GJR Bridge, although the Task Force would like to see further steps made towards improving the bridge and adding a fully separated path connection along the bridge alignment to the Mem. Dr. side of the River	See Response to Frequent Comment RA-2.
Kenneth Carson 2/9/18				
KCAR-1	West Station	Timing	West Station should be built as early as practicable in the project	See Response to Frequent Comment WS-2.
KCAR-2	West Station	Design	West Station planned so that it could connect with a multi-modal reconfiguration of the rail bridge that passes under the BU Bridge.	See Response to Frequent Comment RA-2.
KCAR-3	Noise	Minimize impacts	Minimize noise impacts on the Charles River, Magazine Beach and Cambridgeport.	See Response to Frequent Comment NO-1.
KCAR-4	Visual	Improve	Minimize the project's adverse visual impacts for Cambridge.	All alternatives will consider views from across the river and mitigate adverse visual impacts. See Section 2.3.3 of the NPC for a preliminary discussion of visual effects. Further analysis will be provided in the SDEIR.
KCAR-5	Ped/bike	Design	Create an ample, landscaped pedestrian/bicycle pathway between the BU and Western Avenue Bridges, allowing enough space between roadway and river to provide pedestrians and cyclists… explore the augmentation of the river edge.	The Project includes BU to River Street – does not extend west to Western Avenue. Separated paths are provided for most of the Project Area.
KCAR-6	Open Space & Rec	Creation	Create a larger useable riverfront parkland area by increasing the distance between SFR & river's edge.	Parkland area is increased under all options of the 3L Re-alignment Build Alternative.
KCAR-7	Alternatives	4th alternative	create and conduct an environmental analysis of a fourth alternative aimed at maximizing these goals.	The Secretary's Certificate on the DEIR encouraged MassDOT to incorporate desirable elements of all Throat Area options into the design of the Throat Area Preferred Alternative. A new Throat Area option, the SFR Hybrid option, was developed with the intent to incorporate the desirable elements of all options as encouraged by the Secretary. However, construction is estimated to be the longest for this Throat Area option, approximately eight to nine years (see Section 2.3.21 of the NPC for further discussion), and construction staging of this option would require relocation of Soldiers Field Road and the PDW Path over the Charles River, resulting in construction duration impacts to the Charles River as discussed in Sections 2.3.12 and 2.3.13 of the NPC. Therefore, further analysis is needed to fully evaluate each Throat Area option currently under consideration.
KCAR-8	Ped/bike	Design	Enhance the alternative route along Mem. Dr by constructing the paths that DCR has designed as part of its restoration of Magazine Beach to accommodate the anticipated increased pedestrian and bicycle traffic.	Memorial Drive paths are currently not within the scope of this Project.
Kim Motylewski & Frank Gillett 2/9/18				
KM/FG-1	Streets	Design	Retain right turn exit from SFR to River Street Bridge and points in Cambridge/Central Sq. area	See Response to Frequent Comment TF-2.
Kyra Montagu-2/9/18 editorial only no response required.				
Lauren Watters 2/9/18				
LW-1	West Station	Timing	Build now not in 2040	See Response to Frequent Comment WS-2.
Laurie Rothstein 2/9/18				
Laurie Rothstein 2/9/18				
LROTH-1	West Station	Timing	Do not delay	See Response to Frequent Comment WS-2.
LROTH-2	Highway	Design Preference	Do not build viaduct	See Response to Frequent Comment HA-1.
LROTH-3	Ped/Bike	Design Preference	Unchoke the throat – People's pike	See Response to Frequent Comment PB-6.
Lily Canan Reynolds 2/9/18				
Lily Canan Reynolds 2/9/18				
LCR-1	Highway	Design preference	Do not build viaduct	See Response to Frequent Comment HA-1.
Livable Streets Alliance 2/9/18				
LSA-1	Highway	Design Preference	support for the "3K-ABC at-grade option."	See Response to Frequent Comment HA-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
LSA-1.5	Alternatives	No Build	No Build Option Should Be Removed From Consideration -- fails to meet MassDOT's stated project goals.	Analysis of a No Build Alternative is required under the MEPA Regulations.
LSA-2	Rail	Ridership projections	Concerns regarding traffic modeling employed, specifically as it relates to transit ridership projections.	See Response to Frequent Comment WS-1.
LSA-3	Rail	Construction Impacts	better understand impacts to the Worcester Line during construction	See Response to Frequent Comment WS-6 and Section 2.3.21 of the NPC.
LSA-4	West Station	Timing	ensure West Station's construction in the first phase to mitigate congestion and maintain access during construction.	See Response to Frequent Comment WS-2.
LSA-5	Rail	Impacts	assumes that a single Worcester-Framingham line track will be acceptable during construction, and does not analyze the differences between the proposals in this regard.	See Response to Frequent Comment WS-6 and Section 2.3.21 of the NPC.
LSA-6	Costs	Comparison	"apples to apples" comparison of the three Throat options, especially with regards to costs, which were not fully explored for each alternative	Costs of each proposed alternative will be further described in the SDEIR.
LSA-7	Open Space & Rec	Mitigation	broaden our mitigation measures along the Charles River parkland by improving open space and trail amenities in the Throat area.	Amenities in the parkland will be considered. See Response to Frequent Comment MI-1. Mitigation for adverse impacts will be further described in the SDEIR.
LSA-8	Ped/bike	Design	The DEIR does not fully explore alternatives for improving the PDW Path near the BU Bridge. opportunities to shift the existing narrow, unsafe path away from SFR, onto the river's edge or along an adjacent boardwalk. support design by WalkBoston and the CRC (a.k.a. #UnchokeTheThroat).	The Modified At-Grade Throat Area option includes relocating the PDW path onto a boardwalk which allows for riverbank planting.
LSA-9	Streets	Design	further explore how the proposed network of streets in the new Beacon Yards neighborhood is safe, human-scaled, and encourages active transportation	See Response to Frequent Comment TF-4.
LSA-10	Ped/Bike/Rail	design	analysis of the proposed People's Pike pedestrian and bicycle path between Franklin Street and the Charles River by "flipping" the rail lay-up yard,	See Responses to Frequent Comments PB-6, WS-3 and RA-1.
LSA-11	Ped/Bike	Timing	Franklin Street footbridge—an essential connection over I-90 for Allston residents who are walking and biking—should be rebuilt prior to I-90 reconstruction.	See Response to Frequent Comment PB-6.
LSA-12	Highway	Design Preference	3K-ABC at-grade option—already the least expensive to construct is the best path forward.	See Response to Frequent Comment HA-1.
LSA-13	Alternatives	Cost	provide a full life-cycle cost estimate for each alternative	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
LSA-14	Public Involvement	Continue	MassDOT continue to engage with the community and existing Task Force with future design decisions and considerations.	See Response to Frequent Comment PP-1.
Loryn Sheffner 2/9/18				
LS-1	Wetlands/WWs	Navigation impacts	River Users- while the river is wide in this area, there are only so many places along the river where groups of coached rowing boats can pull over to the side and allow other groups to pass. The throat is one of these areas. So while I greatly support innovative ideas for widening the bike/ped pathway in this area, please be extremely judicious in how much river width is taken.	Noted.
LS-2	Ped/bike	River Access	Charles River Access. Please prioritize outstanding bike/ped access to the riverfront both on a temporary basis during construction and in making long-term design decisions.	Noted.
LS-3	Transit/West Station	Timing	Phasing. Please accelerate implementation of public transit and bike/ ped improvements to the earliest phases possible. This includes acceleration of the delivery of West Station.	See Response to Frequent Comment WS-2.
LS-4	Streets	Design	Urban Design. Please review the scaling and street design of new blocks for 'human scale' and bike/ped friendliness.	See Response to Frequent Comment TF-4.
LS-5	Alternatives	Pros/cons	Viaduct. Please review the trade-offs involved in the viaduct and prioritize bike/ped, mass transit, and rail needs over the needs of single occupancy vehicles or developable land in this important sub-area of the project.	See Responses to Frequent Comments TR-1, WS-2 and TF-5. A separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
M. Carolyn Shipley 2/9/18				
MCS-1	Streets	Design	support the compromise solution of retaining a one-lane, westbound, vehicular exit from Soldiers Field Road onto the River St. Bridge and directly into Cambridge	See Response to Frequent Comment TF-2.
MCS-2	Air Quality	Traffic Impacts	current plan in the DEIR would increase pollution by pushing traffic onto alternative routes.	The DEIR air dispersion modeling analysis included evaluating the three Throat Area options that included various inclines and declines. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
MCS-3	Noise	Construction term Mitigation	Construction-Period Noise Mitigation: This needs to be planned now, with commitments to use best efforts to reduce noise impacts and limit nighttime and weekend noise.	See Responses to Frequent Comments NO-1 and MI-1.
MCS-4	Noise	Post construction Studies	Post-Construction Noise from Roadway and Rail Use: Cambridgeport and Riverside residents and those trying to enjoy Magazine Beach ….. on reducing noise in its design. No expert studies have been pursued that would determine the noise levels and their compliance with current laws and ordinances, especially with regard to noise impacts at Magazine Beach and in Cambridgeport and Riverside residential neighborhoods.	See Response to Frequent Comment NO-1.
MCS-5	Noise	Throat	The Throat: The plans for this acknowledged difficult stretch of roadway require an alternative that reduces noise below current unacceptably loud and intrusive levels	See Response to Frequent Comment NO-1.
MCS-6	Traffic	Speed limit	For safety and noise-reduction, lower speed limits should be imposed at the Throat and beyond	Reducing speed limits on I-90 in Boston is beyond the scope of this Project and is not being considered by MassDOT.
MCS-7	Transit	Traffic	West Station: future problems in transit should be anticipated and documented through data driven traffic projections	The CTPS traffic and transit forecasts used for this Project are data driven forecasts based on factors such as population, employment and the future transportation infrastructure network. Transit assumptions for the CTPS modeling have been updated for the SDEIR. The results of the revise forecasts will be described in the SDEIR.
MCS-8	Highway	Design	Width of Turnpike: Reconstruct the Pike to be as narrow as possible.	See Response to Frequent Comment PW-1.
MCS-9	Traffic /Noise	Construction mitigation	Construction Mitigation and Project Compensation: detailed action plan to mitigate impacts from years of disruption, reduce construction noise, and effectively manage expected heavier traffic on Memorial Drive, Western Avenue, Massachusetts Avenue, the many bridges over the Charles River, and Cambridgeport and Riverside neighborhood streets.	See Response to Frequent Comment NO-1 and MI-1.
Magazine Beach Partners 2/9/18				
MBP-1	Noise	Impacts	Minimize impacts from Pike, throat should be based on noise analysis to have least impact on river surface and at Magazine Beach	See Response to Frequent Comment NO-1.
MBP-2	Visual	Minimize impacts	Visual elements -identify an alternative that most significantly improves the visual character of the throat section from PDW, Magazine Beach, Cambridge ped/bike paths	Cambridge paths are not within the scope of this Project. Views from Magazine Beach for the 3 alternatives have been illustrated. See Section 2.3.3 of the NPC for a discussion of visual effects associated with the Throat Area options currently under consideration.
MBP-3	Open Space & Rec Ped/Bike	Design	Create an ample, landscaped pedestrian/bicycle pathway between the BU and Western Avenue Bridges, allowing enough space between roadway and river to provide pedestrians and cyclists with a continuous attractive experience	The Project includes BU to River Street – does not extend west to Western Avenue. Separated paths are provided for most of the Project Area.
MBP-3.5	Open Space & Rec Ped/Bike	Design	Explore the augmentation if the river edge	Shoreline enhancement are included in all of the currently proposed options. See Section 2.3.12 of the NPC for potential shoreline treatment options for the Modified At-Grade Throat Area option.
MBP-4	Open Space & Rec	Design	Expanded Parkland Create a larger useable riverfront parkland area by increasing the distance between Soldiers' Field Road and the river's edge.	All options currently under consideration significantly increase the width of the park at the river edge. See Section 2.3.4 of the NPC.
MBP-5	Alternatives	4th	create and conduct an environmental analysis of a fourth alternative aimed at maximizing these goals.	The Secretary's Certificate on the DEIR encouraged MassDOT to incorporate desirable elements of all Throat Area options into the design of the Throat Area Preferred Alternative. A new Throat Area option, the SFR Hybrid option, was developed with the intent to incorporate the desirable elements of all options as encouraged by the Secretary. However, construction is estimated to be the longest for this Throat Area option, approximately eight to nine years (see Section 2.3.21 of the NPC for further discussion), and construction staging of this option would require relocation of Soldiers Field Road and the PDW Path over the Charles River, resulting in construction duration impacts to the Charles River as discussed in Sections 2.3.12 and 2.3.13 of the NPC. Therefore, further analysis is needed to fully evaluate each Throat Area option currently under consideration.
MBP-6	Ped/bike	Construction mitigation	Mitigate Construction Impacts on Riverfront Pedestrian/Bicycle Circulation	See Response to Frequent Comment MI-1 and Section 2.3.21 of the NPC. PDW Path will be maintained on temporary and permanent alignments throughout construction. Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
Marcy Pell 2/8/18				
MMP-1	Streets	Traffic Impacts	Opposes allowing additional cars across new Malvern Street bridge and into North Brookline	See Response to Frequent Comment TF-3.
Marie Elena Saccoccio 2/9/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
MES-1	Rail	GJR Use	any expansion of use of the Grand Junction within East Cambridge would be an immediate threat and obstacle to our elderly and disabled and families attending religious services. [also pharmacies, supermarkets]	See Response to Frequent Comment RA-2. Any impacts associated with GJR passenger service would be analyzed as part of that separate project.
Marilyn Wellons 2/9/18				
Marilyn Wellons 2/9/18				
MW-1	Streets	Design	Omitting the SFR westbound right-turn lane over the River Street bridge to Cambridge transfers that traffic to the proposed Allston street grid and so increases air pollution and travel times.	See Response to Frequent Comment TF-2.
MW-2	Traffic	Design	cars and trucks westbound from Cambridge are likely to stay on the north side of the river rather than navigate the Allston street grid to access the Pike. The DEIR does not consider this effect.	The DEIR traffic modeling and analysis did consider the travel time implications of the new Allston Street grid and the possible impact it might have on travel patterns. The analysis found was that there would not be a change in traffic patterns for drivers with origins in Cambridge whose destinations are the I-90 ramps. In other words, navigating through the new Allston street grid would not be a deterrent to drivers accessing I-90 at Allston.
MW-3	Noise	Impacts	Noise from the project during construction and after, whatever option is chosen for the "throat," will be significant in Cambridge but is unaddressed.	See Response to Frequent Comment NO-1.
MW-4	Noise	West Station	any consideration of West Station before 2040 must include noise from West Station's possible connections, by whatever mode, through Cambridge.	See Response to Frequent Comment NO-1.
MW-5	West Station/Transit	Timing/Rail link	alternative to West Station before 2040, I suggest MA DOT take a close look at what the North-South Rail Link would do to connect a future West Station to North Station.	A north-south rail link is not currently funded or programmed. MassDOT will incorporate reasonably foreseeable rail projects into its planning and analyses. N/S Rail link will also not provide shuttle connection between the south side and Kendall Square.
Harry Mattison 2 = Task Force (attached with 109 sticky notes!)				
TF-1	West Station	Timing	Build at start of project	See Response to Frequent Comment WS-2.
MASCO [Medical Academic and Scientific Community Organization (MASCO)]– responders must read letter for comments under each heading 2/9/18				
MASCO-1	Costs	Life cycle	Life cycle costs should be included to improve consistency in cost-benefit analyses and improve comparability of options for selection of the final build alternatives.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
MASCO-2	Construction	Phasing costs	Additional context is needed for estimating construction phasing costs and impacts to allow for a full understanding of comparability between build options.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
MASCO-3	Rail	Phasing	Phasing of 3K-AMP should be adjusted to enable commuter rail system improvements in Phase 1 instead of Phase 2.	N/A-The 3K-AMP Variation has been eliminated from further consideration. See Section 2.2.2.2 of the NPC for further discussion. See Response to Frequent Comment WS-2.
MASCO-4	Transit	Timing	early implementation of some rail and bus service at West Station	See Response to Frequent Comment WS-2.
MASCO-5	Traffic/Phasing	Impacts & Mitigation	Include more information on the duration and potential travel impacts of the actual construction phasing for each variant studied and consider mitigation that potentially includes transit options studied in 4A-C.	See Response to Frequent Comment MI-1. Further information related to construction impacts will be included in the SDEIR.
MAPC [Metropolitan Area Planning Council (MAPC)] 2/9/18				
MAPC-1	Highway	Design	the current Project proposals all leave a significant barrier between neighborhoods and the Charles River, with designs that create 12 to 14 vehicular lanes and 4 to 8 railroad tracks along the realigned I-90 turnpike	Noted.
MAPC-2	Transit/Ped/Bike	Open Space	Design should maximize alternatives modes of transportation while optimizing the connections between Allston and the Charles River	See Response to Frequent Comment OS-1.
MAPC-3	Open Space & Rec	Analysis	Evaluation of impacts to Charles River park space, adding park space into the river, separate bike and pedestrian paths	Separated paths are provided for most of the Project Area. All alternatives provide additional river parklands. See Sections 2.3.4 and 2.3.7 of the NPC for further discussion.
MAPC-4	Highway	Life cycle costs	include an updated cost estimate to account for life-cycle costs of elevated structures versus at-grade infrastructure	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
MAPC-5	Highway	Viaduct width	new viaduct in MassDOT's preferred HV3 alternative will be approximately 20 feet wider than the current viaduct, creating a larger footprint and placing the viaduct closer to BU buildings	HV Alternative has been modified to reduce the width by 8-feet from the Highway Viaduct variation presented in the 2017 DEIR. See Section 2.2.2.2 Modified Highway Viaduct of the NPC for further discussion.
MAPC-6	Highway	Construction impacts / mitigation	Consider stacking I-90 EB and WB barrels or elevating portions or all of Soldiers Field Road over I-90., to minimize impacts to rail operations during construction	See Section 2.3.21 on rail construction impacts and Responses to Frequent Comments WS-6 and MI-1. The SFR Hybrid Throat Area option elevates Soldiers Field Road over I-90. Construction staging will be further developed in the SDEIR.
MAPC-7	Highway	Design	recommends that a reduced highway footprint be considered, such as 11-foot travel lanes and 4-foot shoulders	Modified Highway Viaduct, Modified At-Grade and SFR Hybrid options lane and shoulder widths are described in Section 2.2.2.2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
MAPC-8	West Station	Design	additional analysis to determine if the station construction cost could be decreased by reducing the size of the bus port, circulation orientation	Information on costs will be presented in the SDEIR.
MAPC-9	Highway	West Station	Ensure that final design and implementation of this Project will “do no harm” to future options for the development and viability of West Station	See Response to Frequent Comment WS-4.
MAPC-10	Street	Design	Use Complete Street Guidelines for design. Too many lanes at interchange creates north-south barrier	See Response to Frequent Comment TF-4.
MAPC-11	Multi-modal	Analysis	requests that MassDOT conduct a multimodal LOS/QOS analysis. Study should also consider good urban design, place-making, and level of service for transit and non-vehicular users including ways to reduce the overall footprint of the streets and highway interchange.	The traffic analysis presented in the SDEIR will account for pedestrian and bicycle crossings in the signal phasing/timing assumptions used in the Synchro models at all intersections where these users will be present. The pedestrian signal timings/phasings assumed for the analysis will be consistent with the latest MassDOT and BTD guidelines. This will ensure for the safe and efficient flow of pedestrian and bicyclists throughout the proposed street network.
MAPC-12	Ramps Design	Traffic	consider other interchange and street network options that would separate the heavy vehicular eastbound interchange traffic from West Station	Signal phasing will be provided on the I-90 eastbound ramp system that will ensure for safe pedestrian and bicycle crossings at the off-ramp intersections with Seattle Street and Cattle Drive Connectors.
MAPC-13	Transit	Land use	Conduct regional Land use and Transit Study	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR. Study area and regional land use assumptions used in the CTPS modeling for the SDEIR were developed by MAPC.
Melissa Smith 2/9/18				
MSM-1	West Station	Timing	Useful more immediately	See Response to Frequent Comment WS-2.
MSM-2	Noise	Mitigation	Best possible noise mitigation should also be installed during construction and after completion.	See Responses to Frequent Comments NO-1 and MI-1. Construction noise impact and control measures will be evaluated in the SDEIR.
MSM-3	Streets	Design	In favor of underpass at River Street Bridge	A proposed pedestrian/bicycle underpass at the River Street bridge, if feasible, permittable or even desirable, is beyond the scope of this Project. Such an underpass would not eliminate the need to also provide pedestrian and bicycle facilities/connections at the SFR/River Street intersection.
Michael Orr 2/9/18				
MORR-1	Highway	Design preference	At grade	See Response to Frequent Comment HA-1.
Norah Piehl 2/9/18				
NP-1	Ped/Bike	Design Preference	Supports Walk Boston and CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Paola Ferrer 2/9/18 & Camilo Atehortua =PF/CA same as D. Iles #6-16 **Paul Walker 2/9/18**				
PW-1	Land Use	Consistency	Fulfill vision of Imagine Boston 2030 and Go Boston 2030 & GWSA	See Response to Frequent Comment LU-1.
PW-2	Open Space & Rec	Provisions	Project does not allow for sufficient open and green space along Charles	All options significantly increase the width of the park at the river edge. See Responses to Frequent Comments OS-1, PB-1 and PB-2.
PW-3	Highway	Design	Supports at grade	See Response to Frequent Comment HA-1.
PW-4	West Station	Timing	Include in first phase of project	See Response to Frequent Comment WS-2.
Peter Klinefelter & John Wofford 2/9/18				
PK/JW-1	Streets	Design	Support underpass between SFR and Cambridge St South and relocation of SFR further from the river.	Noted.
PK/JW-2	Streets	Design	Retain narrow, single-lane, right-turn only exit ramp from SFR to Cambridge.	See Response to Frequent Comment TF-2.
PK/JW-3	Ped/bike	Design	Design new exit ramp to create wider pathways (see Comment for more info).	See Response to Frequent Comment TF-2.
PK/JW-4	Streets/Ped/Bike	Design	Study road, pathways and parkland as a system in the "box" area, requiring design creativity and detailed traffic/travel analysis.	Park alternatives will be developed.

ID	Issue 1	Issue 2	Comment Excerpt	Response
PK/JW-5	Ped/bike	Design	Include pedestrian/bicycle underpasses in reconstruction of River Street and Western Avenue Bridges (see designs attached to letter).	A proposed pedestrian/bicycle underpass at the River Street bridge, if feasible, permittable or even desirable, is beyond the scope of this Project. Such an underpass would not eliminate the need to also provide pedestrian and bicycle facilities/connections at the SFR/River Street intersection.
PK/JW-6	Streets	Design	Consider continuing a below-grade SFR beyond River Street bridge (see designs attached to letter)	Constructing SFR below grade and decking over it between River Street and Cambridge Street South is not included in the Project for various reasons - including construction/ maintenance costs and potential ventilation issues.
Peter Leis PLEIS #7-22 = D. Iles #1-16 2/9/18				
PLEIS-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
PLEIS-2	Highway	Design Preference	Don't build viaduct, build surface option	See Response to Frequent Comment HA-1.
PLEIS-3	Ped/Bike	Design	Supports Walk Boston unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
PLEIS-4	Streets	Design	Design safe, human scaled streets	See Response to Frequent Comment TF-4.
PLEIS-5	Ped/bike	Design	Create safe ped/bike connections from Allston Village/Cambridge St to River and from Babcock St.	See Response to Frequent Comment TR-1.
PLEIS-6	Rail	Access	Enable rail and bike on spur to Kendall Square	See Response to Frequent Comment RA-2.
Peter Munkenbeck 2/9/18				
PMUN-1	Ped/Bike	Design	Widen paths along Charles and protect with landscaping	Paths will be widened and new plantings will be included.
PMUN-2	Ped/Bike	Access	Provide access to river at points between River St. Bridge and BU Beach (~2 miles of uninterrupted highway barrier)	Noted. See Section 2.3.7 of the NPC for a discussion of pedestrian and bicycle access and connections provided by the Project.
PMUN-3	Ped/Bike	Connections	Improve connections between 'yards' development & Brighton/Comm Ave corridor neighborhood	See Response to Frequent Comment TF-5.
PETITION FOR 21st Century Allston #195 signatures + #21 signatures referenced as PETITION 1&2 2/9/18				
PETIT-1	West Station	Timing	Must be built at once	See Response to Frequent Comment WS-2.
PETIT-2	Highway	Design	Rebuild at ground level	See Response to Frequent Comment HA-1.
PETIT-3	Transit	Bus routes	Introduce new N/S bus routes using new bridges, using electric buses ASAP	See Response to Frequent Comment TF-5.
PETIT-4	Rail	Connections	Upgrade GJR linking West Station , Kendall Sq. and No. Station and run it on MSU (electric pref) trains	See Response to Frequent Comment RA-2.
PETIT-5	Rail	Schedule	Outside rush hour, introduce hourly off-peak trains between Worcester & Boston, obviating need to store trains near West Station.	See Response to Frequent Comment RA-3.
Pioneer Institute Mary Connaughton 2/9/18				
PI-1	Highway	Construction term	Concerns that I-90 will be decreased to 3 lanes in each direction during construction	Noted. See Section 2.3.21 of the NPC for discussion of construction duration impacts.
PI-2	Rail	Construction term	Concerns that Main Line will operate on a single track causing speed reduction and possible weekend closures	See Response to Frequent Comment WS-6.
Priscilla Anderson 2/9/18				
PA-1	Transit	Connections	More transit-oriented design	See Response to Frequent Comment TR-1.
PA-2	West Station	Timing	Prioritize construction of West Station in phase 1	See Response to Frequent Comment WS-2.
PA-3	Ped/Bike	Design	Connect Commonwealth Ave to North Allston near West Station by bike/ped transit	See Response to Frequent Comment TF-5.
PA-4	Rail	Service	Connect West Station to Grand Junction by local rail service	See Response to Frequent Comment RA-2.
PA-5	Transit	Bus Service	Increase/redesign MBTA bus service through North Allston.	A separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
PA-6	Ped/Bike	Design Preference	Enhance, not restrict access to and enjoyment of Charles River Parkland supports Walk Boston (landscaping, etc)	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
PA-7	Streets	Design	Streets should be designed for pedestrian and cyclist safety (≤ 4 four car lanes for interchange roads / grid, protected bike lanes, shaded sidewalks, minimize curb cuts and left turns for bikes)	See Response to Frequent Comment PB-3.

ID	Issue 1	Issue 2	Comment Excerpt	Response
PA-8	Streets	Design	Street design should minimize cut-through traffic on residential streets (Bring Cambridge Street to grade ASAP to relieve cut-through traffic on Windom Street, minimize stoplights/ left turns on East Drive to encourage through traffic	MassDOT is committed to working with the City of Boston to protect the residential community adjacent to Cambridge Street both during and after construction. For example, as currently proposed, the Project will cul-de-sac Windom Street at its southern terminus so that there will not be a direct connection to Cambridge Street, which will prevent cut-through traffic on this street. Access to Windom Street residents would be via Seattle Street and Amboy Street.
PA-9	Open Space & Rec	Parking lots	Parking lots should also be parks	Any potential parking areas would be subject to future design considerations.
PA-10	Construction	Phasing	Provide clear summary of construction phases for N. Allston neighborhood integrating MassPike plans with Western Ave/Cambridge St bridge renovations and Harvard's plans	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
PA-11	Air Quality	Construction term studies	Request air quality studies be done at each phase to mitigate unintended risks during construction	Construction air quality and dust mitigation measures were described in Section 13.2 of Appendix F Air Quality Analyses of the 2017 DEIR. MassDOT will continue to evaluate other construction dust and air quality mitigation measures as part of the final design of the Project.
PA-12	Noise	Construction term studies	Request noise studies be done at each phase to mitigate unintended risks during construction	See Response to Frequent Comment NO-1.
Randall H. Albright 2/9/18				
RHA-1	West Station	Timing	Need West Station	See Response to Frequent Comment WS-2.
RHA-2	Streets	Traffic	Project affords opportunity to channel traffic directly from the eastbound lanes of the Mass Turnpike to Audubon Circle, the LMA, and The West Fenway. Implement temporary" ramps connecting the eastbound Turnpike either to Mountfort St. or to Beacon St.	Evaluation of new ramps from I-90 to Mountfort Street or Beacon Street is beyond the scope of the Project and were not required in MEPA's Certificate on the DEIR. However, study of these ramps could be pursued as a separate project.
RHA-3	Ped/Bike	Design Preference	Unchoke the throat /support people's pike connections from Allston to River	See Responses to Frequent Comments: PB-2, -3 and -6 TR-1 MI-1
Richard Rogers 2/9/18				
RROG-1	West Station	Timing	Early	See Response to Frequent Comment WS-2.
RROG-2	Ped/bike	Access	Increase river access	Dedicated paths, more greenspace and additional access are proposed as part of the Build Alternative.
RROG-3	Highway	Design Preference	At grade I-90 without elevated element (less noise, looks better, allows for air rights development)	See Response to Frequent Comment HA-1.
Richard Skip Burck 2/9/18 (Submitted also as Allston Landing Design Team 2/9/18)				
RSB-1	Highway	Design Preference	Supports ABC at -grade	See Response to Frequent Comment HA-1.
RSB-2	Open Space & Rec.	Design	design of I-90 / Beacon Yards needs to accommodate an organized open space infrastructure system that the current alternatives would make impossible.	The open space system within the future proposed developed area will need to be developed with that property owner.
Robb Johnson 2/9/18				
RJ-1	West Station	Timing	Build early in first phase	See Response to Frequent Comment WS-2.
RJ-2	Highway	Design Preference	Favors "all surface" alternative, with lanes designed to be as narrow as possible	See Response to Frequent Comment HA-1.
RJ-3	Streets	Design	favors the proposed elimination of the River Street off ramp from Soldier's Field Road.	See Response to Frequent Comment TF-2.
RJ-4	Streets	Names	If street names on plans are not placeholders, consider revising them (Cambridge St. South, term "connector" ("would be a disaster for GPS wayfinders and emergency dispatch alike")	Street names used in the study and on the concept plans are placeholders. Determination of the final street names will be made as the Project advances through the design process.
Ronald Axelrod 2/9/18				
RAX-1	Transit	Design	Create network of transit by bus, rail and bike that improves active transportation access in River parklands	See Response to Frequent Comment OS-1 and the updated Purpose and Need of the Project (Section 2.1 of the NPC). Access to the PDW Path and increased open space along the Charles River will be greatly improved as a result of the proposed Project roadway, pedestrian and bicycle infrastructure.
RAX-2	Highway	Design preference	Supports ABC at -grade	See Response to Frequent Comment HA-1.
RAX-3	West Station	Timing	Build NOW - ASAP	See Response to Frequent Comment WS-2.
RAX-4	Open Space & Rec	Creation	With the new street system connecting the Allston/Brighton and Brookline neighborhoods create parklands that serve these populations	The riverfront park design will be developed to serve adjacent neighborhoods as well as DCR's regional constituency.
RAX-5	Open Space & Rec	Expand	Restore an old waterway to serve this community and expand recreational opportunities such as walking, boating, etc.	Recreational opportunities will need to be considered with the DCR.
Sam Wertheimer 2/9/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
SW-1	Open Space & Rec Ped/Bike	Improve	Improve parkland and trail amenities in the throat	The parkland and pathways will be improved under each Throat Area option currently under consideration. See Section 2.3.4 of the NPC.
SW-2	West Station	Timing	Accelerate timeline for operational West Station	See Response to Frequent Comment WS-2.
Sandra Fairbank 2/9/18				
SFA-1	West Station	Timing	Planning for West Station and transit connections to Kendall Square and Longwood must not wait.	See Response to Frequent Comment RA-2.
SFA-2	Highway	Design Preference	The new Allston I-90 structure should not be elevated	Noted.
SFA-3	Noise	Mitigation	Noise mitigation must be incorporated into the plans, even if it is not technically required by code.	See Responses to Frequent Comments NO-1 and MI-1.
SFA-4	Open Space & Rec Ped/Bike	Planning/design	The planners should seek an innovative solution to maximize parkland and bike/pedestrian pathways along the river (i.e., cantilevered boardwalk or by adding fill to the river's edge).	The PDW path is relocated on a boardwalk in the Modified At-Grade Throat Area option and will allow for new riverbank plantings. See Section 2.2.2.2 of the NPC for a discussion of this Throat Area option and Section 2.3.4 and 2.3.7 of the NPC for further discussion of open space and recreation as well as pedestrian and bicycle facilities, respectively.
SFA-5	Streets	Design	Maintain the right-hand turn from Soldiers Field Road on to the River Street Bridge	See Response to Frequent Comment TF-2.
Sarah Freeman 2/9/18				
SF-1	Ped/Bike	Design Preference	Support Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
SF-2	Transit	Prioritize	Regional rail and cross town bus connections must be priorities	See Responses to Frequent Comments TF-5 and WS-2. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
SF-3	Ped/bike	Design	Separate paths and separate users	Bicycle and pedestrian paths will be separate for most of the Project Area.
Sarah Smith 2/9/18				
SSM-1	West Station	Timing	Do not delay until 2040	See Response to Frequent Comment WS-2.
SSM-2	Streets	Design	Retain exit from Storrow Drive to River Street	See Response to Frequent Comment TF-2.
Sayem Khan 2/9/18				
SKH-1	Traffic	Studies	more studies will need to be conducted for the impact that this proposal will have on the traffic coming in and out of Western Ave and River St. need to look at each highway option and look at how it will affect the other side of the river, where we have the park and school.	Impacts of the interchange Project on the intersections of Western Avenue and River Street with Memorial Drive and SFR were thoroughly documented in the DEIR. The analyses of these intersection will be updated for the SDEIR. Possible traffic impacts further east on River Street and Western Avenue are not related to the interchange Project, but rather the land use redevelopment projects proposed in the area by Harvard University. The impacts related to those projects should be studied during the state and local permitting processes for those projects.
Scott Englander 2/9/18				
SE-1	West Station	Timing	Public transit receives inadequate attention and investment in Phase 1—by deferring West Station development (potentially indefinitely)	See Response to Frequent Comment WS-2.
SE-2	Transit	Bus Service	not providing for through service for north-south crosstown buses	See Response to Frequent Comment TF-5.
SE-3	Rail	Design	fails to address the fact that I-90 and the rail lines stand as a major barrier between Brookline, much of Allston, Cambridge, and the Charles River.	Transit, pedestrian, and bike access across rail and highway infrastructure is included in the Project's Build Alternative. These factors will be analyzed further in the SDEIR.
SE-4	Ped/Bike	Design/Access	insufficient attention to the need for a network of safe and effective bicycle and pedestrian pathways and access	See Responses to Frequent Comments TR-1, PB-1, PB-2 and PB-3.
SE-5	Streets	Design	design fails to create a network of safe, multimodal, and human-scaled streets in the proposed neighborhood made possible by the highway realignment.	See Response to Frequent Comment TF-4.
Shai Inbar 2/9/18				
SI-1	Streets	Env. Impacts	full access connection to connect the Harvard development north of Cambridge Street to Babcock Street. Conduct environmental studies impact studies and safety studies concentrating on the outcomes of this option	See Responses to Frequent Comments TF-3 and TF-5.
Stacey Buttell 2/9/18				
SBE-1	Transit	Prioritize	Prioritize transit connections including West Station & cross town bus service	See Responses to Frequent Comments WS-2 and TF-5.

ID	Issue 1	Issue 2	Comment Excerpt	Response
SBE-2	Ped/bike/ Open Space & Rec/Access	Design	Provide continuous dedicated walking & biking paths, more green space & access to river	Dedicated paths, more greenspace and additional access is provided as part of the Project's Build Alternative.
Stephen Kaiser #4 02/09/18				
SK4-1	Streets	Ped signal timing	Consider more closely pedestrian priorities for quality WALK time at signalized intersections, esp. for exclusive crossing time for River Street at the PDW path, rather than a special right turn lane	Traffic analysis for the SDEIR will include appropriate WALK time assumptions at signalized intersections within the study area consistent with the latest requirements of the BTD, MassDOT or DCR. Regarding the right turn from the SFR ramp to River Street, please see response to Frequent Comment TF-2.
SK4-2	Traffic	Assessment	Do not believe that the DEIR adequately assessed the new traffic growth from numerous developments, including Harvard's Allston properties	The CTPS land use projections for the DEIR were based on the best information available from Harvard University for their proposed developments in the ERC (Harvard IMP) and potential development in BPY. The future land use assumptions for the study area (and region) have been updated for the SDEIR analysis. These assumptions were developed by MAPC in collaboration with the City of Boston, Harvard University, MassDOT and CTPS.
SK4-3	Traffic	Analysis	CTPS should investigate the history and accuracy of the BPR formula in terms of its allowance of volumes to exceed capacity, and for volumes to increase as speeds drop below 30 mph. They should candidly conclude whether after fifty years the BPR formula should be abandoned, and instead a true trapezoidal speeds/volume formula adopted.	The Bureau of Public Roads (BPR) equation is a widely used and accepted function that outputs the estimated delay for a particular roadway segment. As inputs into the function the BPR equation considers factors such as roadway volumes and capacities. Research into the state of the practice has found that the BPR function is widely used. https://www.transit.dot.gov/sites/fta.dot.gov/files/traffic-assignment-and-feedback-research-to-support-improved-travel-forecasting.pdf The reason the BPR function has been widely used and employed is that it is a realistic model of travel delay. In other words, the BPR function is, as a matter of mathematical fact, responsive to increased congestion in that, when the volume input into the function increases, the time it takes for that volume of traffic to traverse the link also increases.
Gina Crandell 1 12/12/17				
GC1-1	West Station	Timing	Build early –opposes postponement of construction	See Response to Frequent Comment WS-2.
GC1-2	Transit	Connections	Provide direct connections for buses & shuttles between BPY, W. Station & Comm Ave	See Response to Frequent Comment TF-5.
Stanley Spiegel 2/9/18				
SSP-1	Streets	Traffic Impacts	Opposed to a Malvern St vehicle bridge over the Turnpike because there could be great pressure to allow private vehicles to use it to travel north-south from Cambridge through Brookline streets	See Response to Frequent Comment TF-3.
Suraffel Assefa SAS same as D.Iles #1-16 2/9/18				
Susan Martin 2/9/18SMAR 1-5 = same as D.Iles #6, 7, 11 & 12				
Todd Lee 2/9/18				
TLEE-1	Highway	Design preference	Supports ABC in all at-grade design	See Response to Frequent Comment HA-1.
Tony Schreiner 2/9/18				
TSCH-1	Ped/Bike	Design	Move ped & bike further from road	Space and planted buffers separating peds/bikes from roadway elements will be provided for much of the Project Area.
TSCH-2	Ped/Bike	Design	Widen path	Separated pedestrian and bicycle paths along the riverpark are currently 10' wide each. Path widths will be considered as the design progresses. See Section 2.3.4 and 2.3.7 of the NPC for further discussion of open space and recreation and pedestrian and bicycle facilities, respectively.
TSCH-3	Ped/Bike	Design	Separate bike/ped	Varying limits of separated pedestrian and bicycle PDW Path will be included for each Throat Area option. See Section 2.3.4 and 2.3.7 of the NPC for further discussion of open space and recreation and pedestrian and bicycle facilities, respectively.
Transportation Committee Allston Brighton Health Collaborative 2/9/18 ABCH = same as D.Iles #1-16				
Victoria Moskowitz 2/9/18				
VM-1	Streets	Traffic Impact	Opposed to any proposal that would increase traffic in residential neighborhood in North Brookline along Babcock, Pleasant and St. Paul Streets.	See Response to Frequent Comment TF-3.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Victoria Stock/Scarlett Rodgers 2/9/18				
VS/SR-1	West Station	Timing	Include in Phase 1 of project	See Response to Frequent Comment WS-2.
VS/SR-2	Highway	Design preference	At grade option	See Response to Frequent Comment HA-1.
Transportation for Massachusetts 2/9/18				
TMA-1	West Station	Timing	Build West Station with connectivity for buses should be part of initial development	See Response to Frequent Comment WS-2.
TMA-2	Climate Change	Design	Plan and build project with climate change as key consideration	See NPC section 2.3.19 Climate Change Vulnerability and Resiliency.
Walk Boston 2/9/18				
WBOS1a -f	Ped/Bike	Design	"The DEIR does not describe a multi-modal project."…The Project fails to provide a comprehensive approach to meeting the needs of walkers, runners and cyclists.	See Responses to Frequent Comments TR-1 and PB-1, PB-2 and PB-3.
WBOS2a -e	Transit	Inclusion	Transit…has been given inadequate attention and inappropriately late phasing – and not just by deferring West Station development.	See Responses to Frequent Comments WS-2, TF-5 and TF-6. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
WBOS-3a-d	Mitigation	Construction & long term	There is insufficient Project mitigation, both of construction impacts and long-term impacts, and the mitigation does not adequately address the prior two deficiencies.	See Response to Frequent Comment MI-1.
Wayne Welke 2/9/18				
WW-1	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
WW-2	Highway	Design preference	Don't build viaduct, build surface option	See Response to Frequent Comment HA-1.
WW-3	Ped/bike	Design preference	Supports unchoke the throat by WalkBoston	Noted.
WW-4	Streets	Design	Safe, human scaled streets in new neighborhood	See Response to Frequent Comment TF-4.
Yousef Alsharif 2/9/18 = YA 1-8, 10-17= same as D.Iles #1-16				
YA-9	Traffic	Signals	Consider spacing of signalized intersections (not to exceed 300 feet)	Intersection spacing in the proposed urban grid is a function several factors: the I-90 ramp locations, the need to provide connectivity to existing city streets, to provide connectivity to West Station, create flexible development blocks for a variety of potential land uses, and to provide the necessary spacing between signals to avoid traffic queues spilling back and causing gridlock at adjacent intersections.
Janette Emlen – editorial only no response required 2/10/18				
Nikhil Nadkarni 2/10/18				
NN-1	Streets	Design	Build neighborhood scaled streets	See Response to Frequent Comment TF-4.
NN-2	Transit	Timing	Build transit oriented development with West Station a priority	See Response to Frequent Comment WS-2.
NN-3	Highway	Design preference	Don't build viaduct alternative	See Response to Frequent Comment HA-1.
Kelly McGrath 2/10/18				
KMCG-1	West Station	Timing	Include in Phase 1	See Response to Frequent Comment WS-2.
Robin Pope 2/9/18 Has several additional proposed measures as well within letter				
RP-1	Climate Change	Address	project fails environmentally as it denies climate change;	See Section 2.3.19 of the NPC. Climate change and resiliency will be further addressed in the SDEIR.
RP-2	Air Quality	Increases	continuing excess passenger usage that through ozone, particulate matter,	The DEIR air dispersion modeling analysis included evaluating the three Throat Area options for particulate matter and nitrogen oxides (a precursor to ozone). The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) for both pollutants, which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
RP-3	Traffic	Increases	Traffic accidents	It is expected that the Project design will improve vehicular safety within the interchange area and on I-90 as compared to existing conditions.
RP-4	Ped/bike	Design	Inhibition of walking/biking	See Responses to Frequent Comments TR-1, PB-1, PB-2 and PB-3.
RP-5	Open Space & Rec	Impacts	Lack of nature	The design of the park will consider various alternatives that introduce biodiverse river banks, wetlands and other natural features.
RP-6	Noise	Impacts	Noise pollution	See Response to Frequent Comment NO-1.
RP-7	Streets	Design	End vehicular traffic entirely alongside the Charles Basin/River ie on what in the basin is Storrow and Memorial Drive and their extensions in each direction	The prohibition of vehicular traffic on Storrow Drive and Memorial Drive is beyond the scope of this Project and not realistically feasible. See Section 2.3.8.5 of the NPC for a discussion of lane requirements on I-90 and SFR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
RP-8	Highway	Design	I-90 should be cut from 4 to 2 lanes in each direction inside the 128 route.	Lane reductions on the I-90 corridor inside Route 128 is beyond the scope of this Project and not realistically feasible. See Section 2.3.8.5 of the NPC for a discussion of lane requirements on I-90 and SFR.
RP-9	Highway/Open Space & Rec	Design	Reduction of I-90 to 2 lanes each way furnishes a width of 4 lanes of extra green space on the Boston side of the Charles that should be used entirely for nature	See Response to Comment RP-8.
Somerville Bicycle Advisory Committee 2/10/18				
SBAC-1	Ped/bike	Design	People's pike should be required as mitigation for highway impacts along riverbank	See Responses to Frequent Comments PB-6 and MI-1.
SBAC-2	West Station	Include	Include west station	See Response to Frequent Comment WS-4.
SBAC-3	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
SBAC-4	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
Michael Gidding MGID = same as K. Wilson #1-11 2/11/18				
Decia Goodwin & Brian Conway 2/12/18				
DG/BC-1	Highway / Noise	Design preference	Alternative at ground level do not replace viaduct (noisy)	See Response to Frequent Comment HA-1.
Laura Kershner 2/12/18				
LKR-1	Public Involvement	Cambridge	History of exclusion of input by Cambridgeport and Cambridge residents.	Residents of Cambridge and Cambridgeport have had ample access to the public involvement process. The iteration of the Project Task Force which worked with MassDOT prior to filing of the Environmental Notification Form in 2014 included Senator Sal DiDomenico as well as representation from the Cambridge City Government in the forms of Susanne Rasmussen and William (Bill) Deignan. The second iteration of the Project Task Force, which worked with MassDOT on the 2017 Draft Environmental Impact Report included Cambridgeport resident Henrietta Davis as well as the members previously mentioned; her seat is now held by Fred Yalouris. One of the meetings held to announce the DEIR and the comment period for it was held in Cambridgeport during January of 2018. One of the earliest targeted briefings for the Project, done in spring 2014, was given to the Cambridge City Council and MassDOT has made regular appearances over the years at the meetings of the Cambridgeport Neighborhood Associations. Reserve copies of major environmental filings like the DEIR and later federal documents have been placed with the Cambridge public library at its main and central square locations. The Cambridge Chronicle routinely carries notifications of meetings or document submittals. The Project has also reached out through Cambridge's City government to isolated language pockets in the City in Amharic, Haitian Creole, and Spanish.
LKR-2	Public Involvement	Effects	Effect of Cambridge's exclusion from planning process	Cambridge has not been excluded from the planning process. One of the most significant changes in the design between the DEIR's concept 3K-Refined, and the concept discussed in the Notice of Project Change (NPC) is the return of a right turn from Soldiers Field Road onto the River Street Bridge. This change was driven entirely by Cambridge residents' commentary on the DEIR. Similarly, comments from Cambridgeport residents drove the DEIR noise assessment approach by including receptors much farther into the neighborhood than would be standard practice.
LKR-3	Noise	Highway & Rail Impacts	Noise from both highway and new train traffic, during both the construction phase and the ongoing phase;	See Response to Frequent Comment NO-1.
LKR-4	Air Quality	Impacts	Pollution - there have been numerous studies done regarding the harm to children who live near highways	The DEIR air dispersion modeling analysis included evaluating the three Throat Area options for particulate matter and nitrogen oxides (a precursor to ozone). The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS) for both pollutants, which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
LKR-5	Rail	GJR Design	What are the changes to the Grand Junction Railroad going to be? Is this going to be the new Innerbelt?	See Response to Frequent Comment RA-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
LKR-6	Highway	Design	New exit from turnpike - where is this exit going to be? Will it be a new Innerbelt that was defeated by the neighborhood almost fifty years ago?	No “new” exit from I-90 is proposed as part of this Project. What the Project will do is reconfigure the existing interchange ramp system to improve safety and efficiency for vehicular, pedestrian and bicycle users, as well as provide the infrastructure necessary to support redevelopment of the BPY.
LKR-7	Comments	Institutional input	What has been the input from Harvard, BU, MIT?	Institutions have provided input/comments included in this response to comments document.
LKR-8	Streets	Design	Keep the right tum exit from Storrow Drive to River Street.	See Response to Frequent Comment TF-2.
LKR-9	Open Space & Rec	Impacts	Effect on parkland on both sides of the river	This Project currently includes the parkland on the beacon Yards side of the building, and consideration of visual impacts on Magazine Beach.
LKR-10	Construction	Timing & mitigation	What will be the construction time frame and mitigation of effects on River and Western Avenue, as well as on Commonwealth Ave. and the roads adjoining the BU Bridge,	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
LKR-11	Streets	Handicapped Access	Handicapped access for people who must drive or use UBER, taxis, or The Ride instead of limiting the number of driving lanes by adding bike lanes.	The Project will provide sufficient roadway capacity in the proposed street grid system to accommodate existing and future traffic demands at the interchange, including The Ride, taxis or Uber drivers.
LKR-12	Public Involvement	Discrimination	Discrimination against Cambridge residents and favoring input from Allston residents	The Project is resident in Allston; therefore it is natural for public involvement efforts to gravitate towards the location of the Project. That said, no effort has been made to keep Cambridge residents and their input out from the Project or create barriers to their participation. Indeed, the City of Cambridge has more representatives on the Project Task Force, two, and has had as many as three, to the Town of Brookline’s single member. Environmental documents have been put on file in Cambridge’s libraries, its City Council was briefed when the job began, a public meeting regarding the DEIR was held in Cambridgeport, briefings have been provided to the Cambridgeport neighborhood association, and announcements regarding meetings and environmental document submittals run in the Cambridge Chronicle. Materials in Amharic, Haitian Creole, and Spanish are distributed through the Cambridge City government to reach isolated language pockets known to be present in the community.
LKR-13	Document Distribution	Accessibility	Lack of accessibility to hard copies as the library copy can only be read at the library, but could not be copied because of how it was compiled. Therefore, only people with computers could access the report.	The DEIR is a sizable document and each copy represents a substantial effort in staff time for assembly and an environmental investment in the form of paper, ink, electricity to run printers etc. That said, when the DEIR was submitted printed copies were also available by mail from the Project’s public involvement specialist, a fact discussed at the public meetings, and indeed several were mailed out to satisfy requests. Copies were also available as flash drives – for those with computers. Subsequent submittals, in particular the NEPA Scoping Summary Report have been issued to libraries with several copies and a request, explained to receiving librarians, that with “in library browsing” banned for COVID-19, that individuals be allowed to take the books home for 72 hours before returning it to be fair to other readers. Librarians were also told to connect with the Project’s public involvement specialist if any of the reserve copies went missing so they could be replaced.
LKR-14	Noise	Impacts	Effect on Magazine Beach - pollution, noise, etc.	See Response to Frequent Comment NO-1.
Harry Mattison # 1 and #3 2/13/18				
HM3- A	Streets	Design	Prioritize walking and biking by building streets that have 2 or 3 total lanes. The 4, 5, and 6 lanes streets MassDOT proposes are unacceptable.	See Response to Frequent Comment TF-4.
HM3-B	West Station	Timing & Ridership	Prioritize transit by building West Station at the start of Phase One construction. MassDOT’s too-low ridership projections fail to align with the actual ridership at Boston Landing. The DEIR’s Appendix L Ridership Forecasting uses flawed land use assumptions for Transportation Analysis Zone 245 that incorrectly estimate zero population growth by 2025 in this zone and population growth of 462 people between 2025 and 2040 even while Harvard has already submitted plans to the BPDA to rezone 14 acres and start development of what many call the “next Kendall Square”.	See Responses to Frequent Comments WS-1 and WS-2.
HM3-C	Transit	Connections	Prioritize transit by building a transit connection capable of BRT service from Cambridge St to Comm Ave	See Response to Frequent Comment TF-5.
HM3-D	Transit	Bus lanes	Prioritize transit by building dedicated bus lanes or bus/bike lanes	See Response to Comment COBOS-20 (City of Boston).
HM3-E	Streets/Highway	Design	Reduce the traffic load on neighborhood streets by building the Cambridge St.- West Station bypass	See Response to Frequent Comment TF-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HM3-F	Highway	Design Preference	Minimize project cost, construction impacts, and make possible new bike/ped connections to the Charles River Parkland by building the highway in the “throat” at-grade using the ABC option	See Response to Frequent Comment HA-1.
HM3-G	Pedestrian	Connections	Increase walking and biking with two footbridges over the at-grade highway in the throat, one from Agganis Way and one from the BU Bridge/Commonwealth Ave	See Response to Frequent Comment TR-1.
HM3-H	Open Space & Rec	Improvements	Improvements to the Charles River’s natural environment that mitigate the impacts of the project and create better places for people to walk and bike as proposed by Sasaki, WBoston, & CRC	Alternatives will be considered for the Charles River that consider improvements to the natural environment and better places to walk/bike/recreate.
HM3-I	Parkland	Design	A linear park along South Cambridge Street connecting to new Charles River Parkland comparable to the Commonwealth Ave Mall in Boston’s Back Bay	A park along South Cambridge Street connecting to the river access would need to be coordinated with the property owner.
HM3-1	Alternatives Analysis	Scope	MassDOT presents multiple alternative only for the small “throat” section between Agganis Way & Charles River. For the rest of the project area there is only one alternative presented. To select the alternative that causes the least overall harm, there must be multiple options for the entire project, not just one piece of it.	Numerous interchange alternatives were studied and presented in the ENF and DEIR. Subsequent refinements have been made to the 3K Interchange Alternative with the resulting 3L Re-alignment Preferred Interchange Alternative presented in the NPC (see Section 2.2.2.1 of the NPC.
HM3-2	Highway	Design	A significant amount traffic would be removed from Allston, and damage to the environment reduced, if new I-90 ramps were created closer to the LMA. This would reduce vehicle miles travelled in Boston and Cambridge and allow for fewer roadway lanes in the new streets proposed for Allston. Building these ramps before Allston construction would reduce the impacts of construction as fewer drivers would need to access I-90 via the Allston ramps. MassDOT should be required to study how such ramps would reduce damage to the environment and mitigate temporary and permanent impacts even though these ramps would be outside the project area.	Evaluation of new ramps from I-90 to Mountfort Street, St. Mary’s Street or Beacon Street is beyond the scope of the Project and was not required in MEPA’s Certificate on the DEIR. However, study of these ramps could be pursued as a separate project.
HM3-3	Layover Facility	Use	MassDOT proposes to immediately introduce into Allston a new facility for mid-day storage of trains. These trains would need to navigate the single track in the opposite direction from the commuter flow, further complicating rail operations, as well as disrupting the I-90 construction process. The locomotive activity at this layover facility would increase noise and air pollution in Allston, degrade conditions for walking and bicycling, and preclude environmentally-friendly transit oriented development on those acres. MassDOT should be required to provide proof of the “ghost trains” that it claims to run without passengers due to a lack of layover space. MassDOT should be required to study using those trains to increase mid-day service instead of parking them in Allston.	See Response to Frequent Comment WS-5.
HM3-4	Transit	Bus Connections	One or more bus connections between South Cambridge Street, the I-90 ramps, West Station, and Commonwealth Ave is an essential element that needs to be included in the Supplemental DEIR. Preventing this bus connection will do significant damage to the environment by limiting options for public transportation on the Harvard-Allston-Longwood-Dudley route. This route was identified as one of the Five Prime Corridors for Boston BRT14 and current operations of this route are severely hampered by the conditions in Allston.	See Response to Frequent Comment TF-5.
HM3-5	Transit	Bus connections and service	Possibilities for BRT require further study including how Stadium Way can be connect directly from North Harvard Street to the I-90 ramps and the use of Bus-Only or Bus-Bike lanes throughout the project area. Increased express bus service from Allston to downtown via I-90 should also be studied for the reduction in single-occupancy drivers that it could bring.	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
HM3-6	Construction	Impact / Mitigation	The DEIR is inadequate in its analysis of construction impacts, alternatives, and mitigation.	See Response to Frequent Comment MI-1. See Sections 2.2 and 2.3.21 of the Notice of Project Change for a discussion of Project alternatives and construction impacts, respectively. Further analysis of construction impacts and mitigation measures for unavoidable adverse impacts will be described in the SDEIR.
HM3-6a	West Station	Bus connections	West Station could be installed at the start of construction with bus connections to Harvard Square, Kendall, and Longwood Medical area to provide for some transit options for western passenger rail riders to avoid the construction disruption and to encourage some turnpike drivers to shift to public transportation.	See Responses to Frequent Comments WS-2 and TF-5, WS-2, and MI-1. More information on mitigation, including transit options during construction, will be included in the SDEIR.
HM3-6b	Ped/Bike	Design	The PDW Path can be relocated onto a new structure in the River. By relocating the Path out of the construction zone, the construction process can have more room, be less disruptive, and take less time to complete. The relocation would also permit a more generous path for pedestrians, joggers, and bicycle riders, buffered from the noise of high-speed traffic.	The PDW has been relocated onto a boardwalk under the Modified At-Grade Throat Area option allowing space for riverbank plantings. See Section 2.2.2.2 for a description of this Throat Area option.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HM3-6c	Layover	Timing	Any mid-day storage of commuter rail trains in Allston must be postponed until after the I-90 construction is complete to avoid further disruption of passenger rail service and disruption of construction. Instead, mid-day service schedules should be increased during construction to minimize and mitigate the construction impacts.	See Response to Frequent Comment WS-5. Mid-day storage of commuter rail trains would not further disrupt passenger rail service and is an existing by-right MBTA use.
HM3-6d	Construction	Constructability	The project is to be built using a competitive design-build technique and the competing teams must be provided with reasonable constructability conditions to avoid excessively high bids, pressure to modify designs and objectives, and substantial delay (similar to what occurred with the Green Line Extension). It is particularly important that the Supp. DEIR and FEIR deal adequately with constructability to avoid the risk that some or all of the environmental process might need to be repeated if significant changes are required to facilitate construction. More immediately, responsible bidders will be reluctant to bid unless they see a project that can be built with sufficient certainty and predictability, with environmental approval in hand, and adequate flexibility built into the design for the design-build teams to identify and pursue the most cost effective methods to complete the project.	Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR. Requirements for detailed construction staging plans will be included in the D/B procurement documents.
HM3-6e	Rail Ops	Staging/Sequence	DEIR construction staging proposes to relocate active rail use to the southernmost tracks to increase the space available to build the new eastbound turnpike roadway. This relocation is compatible with the maximization of the footprint of the land to be made available to the contractor for lay down space and is a positive feature. It could also be consistent with the construction of West Station as a very early action to provide passenger rail customers with the opportunity to transfer to bus services to Comm. Ave and Longwood and mitigate the disruption of both road and rail service and damage to the environment that will be caused by the construction by traffic delays and increased cut-through traffic seeking longer routes that avoid the construction area. But the DEIR does not provide for such an early action West Station, nor the early connection via Malvern street for bus service which has widespread support. This must be corrected in the Supp. DEIR. Every western commuter who can use rail instead of the auto will make the constructability better, and every rail passenger who can use shuttle bus service to LMA, Harvard Sq, or Kendall Sq makes the roadway conditions more reasonable during construction. Establishing from the very beginning of construction rail and public transportation options to encourage more public transit and less auto reliance will support good constructability conditions.	See Responses to Frequent Comments WS-2 and RA-2 and Section 2.2.2.3 of the NPC. Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR.
HM3-6f	GJR	Timing/Service	The DEIR proposes that the GJR connection should be in service throughout the reconstruction process. But this places an active rail running diagonally across the area between the BPYard/ contractor lay down area, and the Throat. The Supp. DEIR should instead consider two alternatives:	See Response to Frequent Comment RA-2 and Section 2.3.21 of the NPC. Further details will be provided in the SDEIR.
HM3-6fi	GJR	Timing/Service	Suspend operations of the GJR during reconstruction using the technique used by MBTA in the past of doing most commuter rail equipment light maintenance at AMTRAK facilities near South Station, doing DownEaster light maintenance at the Somerville MBTA facility, and shifting Freight service to Pan Am services at convenient locations further west such as Worcester or even Schenectady. This has already been successfully done. What did it cost and could it be used during the I-90 project?	See Response to Frequent Comment RA-2 and Section 2.3.21 of the NPC. Further details will be provided in the SDEIR.
HM3-6fii	GJR	Connections	Alternatively, the GJR connection could be relocated along the relocated Soldiers Field Road and via the Houghton spur (crossing orthogonally under temporary rebuilt ramp connections to Cambridge street) to the Romar track to access BPY. Either of these would avoid the disruption of construction activity by active rail operations, leaving the access space for contractors from the BPY to the throat unimpeded, to support efficient construction.	See Response to Frequent Comment RA-2 and Section 2.3.21 of the NPC. Further details will be provided in the SDEIR.
HM3-6g	Construction	Sequencing	DEIR reconstruction sequence proceeds from West to East. This has several downsides: All three options in the throat would benefit from a construction sequence that deals with the throat before the BPY area so that the contractors will have maximum ability to use the lay down area while rebuilding the throat.	Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR.
HM3-6gi	Construction	Sequencing	the most structurally deficient viaduct in the throat gets dealt with last	Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR.
HM3-6gii	Construction	Sequence/Laydown space	the more progress the construction achieves in building the new turnpike replacement roadways, the less lay down area the contractor will have.	Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR.
HM3-6giii	Construction	Sequencing	the reconstructed new turnpike roadways block the contractor access to deal with the most challenging viaduct replacement in the throat.	Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HM3-7	Rail	Flip	A proposal to flip the active rail and layup is included on Appendix A, Page 80. This includes shifting the active rail line away from the abutting homes. MassDOT never presented this option to its Task Force, and if it had I expect that it would be favorably received. This could be further improved by increasing the distance separating the abutting homes and nearest rail line to create an at-grade bike/ped path and a modest amount of landscaping. This would provide an appropriate buffer for the abutters and minimize and mitigate the environmental damage they suffer for having the increased rail and highway operations closer to their homes. It would also encourage more people to travel by bike instead of car by creating a safe, separated path from the Harvard Ave end of the new Franklin Street Footbridge to West Station and the Charles River (via a new footbridge constructed over the at-grade highway).	See Responses to Frequent Comments WS-3 and RA-1.
HM3-8	Rail	Decking	Rail and road facilities should be decked over from the outset, rather than wait for developers to come back later to develop “air rights”. Decking as part of the I-90 construction project will reduce air and noise pollution. MassDOT should compare the costs and benefits of decking as part of this project vs. doing it after the new highway is operational. It is completely inadequate for MassDOT to suggest that a 20’ sound wall next to abutters’ home will adequately minimize and mitigate the environmental impacts of this project.	See Sections 2.2.2.3, 2.3.2, 2.4.2, and 2.4.3 of the NPC for considerations of air rights development in the rail layouts. See also Responses to Frequent Comments HA-1 and TF-1. With regard to noise, see Response to Frequent Comment NO-1.
HM3-9	Highway	Design speed/road widths/use	MassDOT ignores that I-90 currently operates at approximately 20 miles per hour due to capacity constraints, roadway geometry, and too many cars both to the east and west of Allston. MassDOT should study how this reality relates to the number of highway lanes in Allston and the number of lanes in proposed new streets in Allston. While in an ideal world, vehicles on the highway may always travel 50+ mph, I-90 does not and will not function in that way. So MassDOT should study the possibility of having access to the highway function comparably to how it does at the Newton exits and if that would allow much narrower new roads in Allston that would be more conducive to encouraging more walking and biking and less land-use dedicated to asphalt roads.	The DEIR did not ignore the fact that some segments of the I-90 corridor operate at low speeds during some peak periods (see DEIR Appendix C – Traffic Operations Study, page 8). However, this phenomenon is not an all-day circumstance nor is it a daily occurrence. The low speeds/congestion on I-90 in the Exit 17/Newton Corner area referenced in the comment letter are primarily due to two factors: 1. Inadequate capacity (STOP sign control at the top of the ramp) and insufficient queue storage length on the Exit 17 eastbound off-ramp, the result of which causes traffic to back-up onto the I-90 main line. This situation impacts I-90 mainline operations and speeds in both the AM and PM peaks as the off-ramp queues reduce the highway’s capacity from 3 to 2 lanes in the eastbound direction (a 33% reduction in capacity) because queued vehicles occupy the right-hand lane of the highway. 2. The friction caused in the PM peak by the high traffic volumes on the Exit 17 westbound on-ramp attempting to merge onto the highway in the right-hand lane (I-90 is 3 lanes at the merge point). The proposed 3L-Re-alignment Alternative will avoid both of these problems at the Allston interchange by: ● Providing adequate capacity (traffic signal control) and queue storage on the eastbound and westbound off-ramps. ● Providing separate lanes for the eastbound and westbound on-ramp traffic to use when entering the highway to avoid the need for on-ramp drivers to merge into the traffic stream (i.e., carrying 3 lanes through the interchange and then adding a lane to increase the highway cross-section from 3 to 4 lanes at the on-ramp junctions). Finally, studying lane reductions on the I-90 corridor east and west of the Allston interchange is beyond the scope of this Project. See Section 2.3.8.5 for further discussion of I-90 lane requirements.
HM3-10	Permits	LDPA/Applicability	When MassDOT has mentioned permitting as a significant obstacle in the DEIR, please require that the Supplemental DEIR require additional information about precedents for similar permits and what can be done to permit these changes.	See section 3.5 of the NPC for a list of permitting requirements for each option.
Alexandria RE Thomas Andrews				
TA-1	Highway	Design preference	Supports at grade as preferred alternative: lowest cost, minimizes construction disruption & risk; enhances bike/ped connectivity & safety; supports complimentary river’s edge mods requested by stakeholders and allows for development & placemaking opportunities above highway	See Response to Frequent Comment HA-1.
TA-2	Costs	Lifecycle	Quantify total differential life-cycle cost savings accrued annually under at-grade variation for each of the next 75 +/- years	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.

ID	Issue 1	Issue 2	Comment Excerpt	Response
TA-3	Construction	Duration/impacts	Quantify differential construction duration & impacts in both disruption and regional economy under rebuilding viaduct compared to at-grade variant.	Conceptual construction staging, durations, cost estimates and life cycle costs for each option will be included in the SDEIR.
TA-4	Ped/bike	Comparison of TAV's	Describe the ped/bike benefits of at-grade and two new N/S ped/bike promenades shown on ABC concept plan	See Responses to Frequent Comments HA-1 and TR-1.
TA-5	Open Space & Rec	Comparison of TAV's	Acknowledge suggestions/enhancements w/r/t river's edge mods and build upon at -grade; include options to all at-grade that support and evaluate river's edge mods including added green space and path	The PDW has been relocated onto a boardwalk in the Modified At-Grade Throat Area option allowing space for riverbank plantings.
TA-6	Land Use	Placemaking Comparison of TAV's	Include options in further studies that support range of additional development and place-making opps unlocked in at-grade but precluded by viaduct	Three Throat Area options will be studied in SDEIR: the Modified At-Grade, Modified Highway Viaduct, and the SFR Hybrid.
Werner Lohe 12/12/17				
WL-1	West Station	Timing	Build in Phase I	See Response to Frequent Comment WS-2.
WL-2	Highway	Rendering Inconsistency	3K-AMP & 3K-ABC renderings are inconsistent with cross section plans (renderings show a grassy buffer on the south side of the bike/pedestrian path, plans do not.)	New renderings have been provided. Alternative and option plans and profiles are provided in the NPC Figures and a discussion of visual effects of the Project's Throat Area options is provided in Section 2.3.3 of the NPC.
WL-3	Open Space & Rec	Design	"Conserve" vehicular & rail to increase ped/bike and green space	Pedestrian/bicycle facilities and open space are significantly increased under the 3L Re-alignment Alternative and Modified Highway Viaduct, Modified At-Grade and SFR Hybrid Throat Area options. See Sections 2.3.4 and 2.3.7 of the NPC for a discussion of open space and recreation and pedestrian and bicycle facilities, respectively.
WL-4	Open Space & Rec	Design	ABC provides greater separation- use of wall ("more pleasing")	See Response to Frequent Comment HA-1.
WL-5	Alternatives	Design	Possibility of combining throat area variation designs in order to prioritizing cost savings over design if the extra funds will permit building of the Boston West rail/transit station/hub.	Components of Throat Area options were combined to develop the SFR Hybrid option. However, this option resulted in increased costs due to introduction of the SFR viaduct, submerged I-90 boat slab structures, major utility impacts, temporary SFR and PDW Path trestle required for construction and other construction complexities.
Paul Kafasis 12/13/17				
PK-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
PK-2	Transit	Options	Area should serve as multiple public transit options including commuter rail & buses	See Response to Frequent Comment WS-4 and Section 2.2.2.3 of the NPC for description of West Station and its planned commuter rail and bus connections.
E. Catherine Loula 12/15/17				
ECL-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
ECL-2	West Station	Timing	Build early (even with less-expensive interim station)	See Response to Frequent Comment WS-2.
ECL-3	Transit	Bus connection	Add N/S bus connection relates N. Allston-Comm Ave	See Response to Frequent Comment TF-5.
ECL-4	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
Alan Christ 12/18/17				
AC-1	West Station	Timing	West Station will be constructed in the initial phase of construction	See Response to Frequent Comment WS-2.
AC-2	Transit/Ped/Bike	Connections & timing	new BRT/bicycle/pedestrian bridge will constructed in the initial phase to connect West Station and Beacon Park Yards to Comm Ave along either Babcock, Alcorn, or Malvern Streets.	See Responses to Frequent Comments TF-5 and WS-2 as well as Section 2.2.2.3 of the NPC.
AC-3	Transit	Connections & timing	Accommodations will be made in Phase 1 or the Beacon Park Yards portion of a new BRT line from Harvard Square to Ruggles, to ensure the functionality of West Station as a transfer station.	See Responses to Frequent Comments WS-2 and RA-2. Additional accommodations are outside the scope of this Project.
AC-4	Transit	Connections & timing	Accommodations will be made in Phase 1 for a future West Station light rail stop that would connect to Kendall Square via the Grand Junction rail line.	See Responses to Frequent Comments WS-2 and RA-2.
Hugh Mattison 2 12/18/17				
HM2-1	Rail	Ridership Projection	Verify 250 commuter/day projection	See Response to Frequent Comment WS-1.
HM2-2	Transit	Bus Route request	Express bus route from Watertown/Oak Sq continuing to Copley Sq exit to be used as empirical evidence of the current need for efficient public transportation b/t Brighton and Downtown Boston.	The commenter should contact the MBTA directly regarding possible new express bus routes.
Hugh Mattison 1 12/7/17				
HM1-1	West Station	Timing	Do not defer construction of Station	See Response to Frequent Comment WS-2.
HM1-2	Rail	Use	Why couldn't part of the existing Allston Depot (Regina's Pizza) be used for inbound and a platform for outbound be constructed?	See Response to Frequent Comment RA-5.
Solomon Foundation Herbert Nolan 12/19/17 – (Makes other project design assumptions in letter beyond the comments noted here)				
HN-1	Open Space & Rec	Trees	Provide adequate room for trees	Room will be provided for trees – and trees will be provided.
HN-2	Noise	Impacts & Mitigation	Level of noise key consideration in Throat; more done to mitigation noise thru use of low barriers along highway	See Responses to Frequent Comments NO-1 and MI-1.
Amy Shulman Weinberg 12/23/17				

ID	Issue 1	Issue 2	Comment Excerpt	Response
ASW-1	Streets	Traffic Impact	Babcock/Pleasant & neighborhood traffic impacts	See Response to Frequent Comment TF-3.
Brenda Hochberg 01/07/18				
BH-1	Streets	Traffic Impact	Pleasant/ Babcock/Comm Ave between Packard's Corner and BU Bridge neighborhood impacts	See Response to Frequent Comment TF-3.
Ken Pierce 1 – KP 01/11/18				
KP1-1	Ped/Bike	Design Preference	Supports CRC -ABC	See Response to Frequent Comment HA-1.
KP-1-2	Transit	Bus connection	North Allston Comm Ave bus connection	See Response to Frequent Comment TF-5.
KP1-3	West Station	Timing	Early build	See Response to Frequent Comment WS-2.
Ken Pierce 2 –KP same as D. Iles – fewer number but same 2/5/18 **Chantal Eide 1 01/12/18**				
CE1-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
Chantal Eide 2 01/23/18				
CE2-1	West Station	Timing	West Station on the Worcester commuter-rail line must be built at once,	See Response to Frequent Comment WS-2.
CE2-2	Highway	Design Preference	Rebuild the Mass. Turnpike at ground level, and build new bridges over it linking Boston and Brookline to Cambridge and the Charles River parkland.	See Responses to Frequent Comments HA-1 and TR-1.
CE2-3	Transit	Bus connection	Introduce new N/S bus routes using the new bridges and electric buses as soon as possible.	See Responses to Frequent Comments PB-1, TF-3 and TR-1.
CE2-4	Rail	GJR	Upgrade the Grand Junction railroad linking the West Station, Kendall Sq. and North Station, and on it run multiple-unit—preferably electric—passenger trains.	See Response to Frequent Comment RA-2.
CE2-5	Rail	Service	Outside the rush hour, introduce hourly off-peak trains between Worcester and Boston—obviating the need to store trains near West Station.	See Response to Frequent Comment RA-3.
Hubert Murray 01/11/18				
HuMu-1	Land Use	Study area	Many land use opportunities to make this area a fulcrum for economy of various cities / districts, relieve congestion and build capacity west	Noted.
HuMu-1.5	Climate Change	GHG Reductions	Expand on environmental GHG causation discussion in EIR	The SDEIR will include a section describing the sources and causes of GHG emissions.
HuMu-2	West Station	Timing	Build Early -West Station is essential and a top priority	See Response to Frequent Comment WS-2.
HuMu-3	Noise	Analysis Results	Include acoustic results at Magazine Park & southern blocks of Cambridgeport	See Response to Frequent Comment NO-1. Noise results were presented for Magazine Beach and Cambridgeport in the DEIR and will be presented in the SDEIR.
HuMu-4	Visual	Views	Provide elevation views of throat from Cambridge side of river; scaled x-section of each TAV	See NPC Section 2.3.3 Visual Resources.
HuMu-5	Highway	Design	Run SFR eastbound under viaduct in 3K-HV option; cantilever bike & ped over river	SFR has been further relocated to the south under the Modified Highway Viaduct option. PDW Path is not cantilevered over the river under the Modified Highway Viaduct and SFR Hybrid options but is on a boardwalk under the Modified At-Grade option. See Section 2.2.2.2 of the NPC for further discussion of the current Throat Area options.
HuMu-6	Streets	Design	Right lane exit from SFR/WB to River St. proposed takes traffic left to turn right; traffic counts to support, maintain right lane	See Response to Frequent Comment TF-2.
Heidi Gitelman 01/13/18				
HG/DW-1	Streets	Design	Retain right turn onto River St. bridge into Cambridge from SD westbound	See Response to Frequent Comment TF-2.
HG/DW-2	Traffic	Impacts	Traffic congestion (esp if right-turn noted above is eliminated)	See Response to Frequent Comment TF-2.
HG/DW-3	Traffic	Impacts	More congestion once future traffic to BPY	See Response to Frequent Comment TF-2.
HG/DW-4	Project Priorities/Timing	Existing Infrastructure	Make repairs to existing infrastructure, and postpose this larger plan until there are fewer unknowns	Major preservation of the existing I-90 viaduct, replacement and repair of various superstructure and substructure elements of the Cambridge Street Bridge over I-90 and MBTA Railroad, and preservation of the Franklin Street Pedestrian Bridge over I-90 and MBTA Railroad is now being undertaken by MassDOT as part of separate maintenance projects estimated to be completed prior to final construction of the I-90 Allston Multimodal Project. See Section 2.2.1 of the NPC.
David Willoughby- DW same as Heidi Gitelman 01/14/18				
DW-1	Streets	Design Alternatives	Study alternatives to no right turn off SD into Cambridge	See Response to Frequent Comment TF-2.
Matthew Harless 01/16/18				
MHR-1	Streets	Design	Connect Cambridge St and Comm Ave across Pike & build West Station, with connections to Brookline & Cambridge and North and South Stations	See Response to Frequent Comment TF-5.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Katherine Isham 1 01/13/18				
KRI1-1	Streets	Design	streets should have four or fewer lanes to facilitate bike/ped, and be human-scaled	See Response to Frequent Comment TF-4.
KRI1-2	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
KRI1-3	Transit	Use	Used as transit hub	See Responses to Frequent Comments WS-4 and Section 2.2.2.3 of the NPC.
KRI1-4	Highway	Design Preference	Use at-grade highway to mitigate project cost	See Response to Frequent Comment HA-1. A detailed discussion of Project costs will be provided in the SDEIR.
Katherine Isham 2 2/9/18				
KRI2-1	Ped/Bike	Design Preference	Supports unchoke the throat	Noted.
Matti Klock 01/13/18				
MK-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
MK-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
MK-3	Transit	Bus Routes	New street creating North Allston–Comm Ave bus connection (would also make West a true hub)	See Response to Frequent Comment TF-5.
MK-4	Highway	Design Preference	Select At grade	See Response to Frequent Comment HA-1.
Maximilian D. Kreisky 01/13/18				
MDK-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
MDK-2	Transit	Design	Transit hub	See Response to Frequent Comment WS-4 and Section 2.2.2.3 of the NPC.
MDK-3	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Arthur Strang 1 01/17/18				
AS-1	Rail	GJR Access	Improve BU rail-bridge access; construction design & as-built should not obstruct this access or purposes	See Response to Frequent Comment WS-2.
AS-2	Construction	Vehicle routes	Full plan of construction vehicle routes and supplies to and from the site:	Conceptual construction staging plans will be updated to reflect current Throat Area options in the SDEIR. Requirements for detailed construction staging plans and elements such as construction vehicle routes to and from site will be included in the D/B procurement documents.
AS-3	Construction	Traffic Impacts & mitigation	Plan of impacts and mitigation of commuter & traffic for closings of I-90 & SFR –see suggestions!	See Response to Frequent Comment MI-1. Discussion of construction mitigation will be included in the SDEIR.
AS-4	Construction	Street Closings	Include the three season Sunday closings of Mem Drive in Cambridge	As part of the Traffic Maintenance Plan (TMP), the contractor will be required to make the appropriate provisions to accommodate the potential for more traffic traveling through the work zones on the Boston side of the River on Sundays when the Memorial Drive closings are scheduled to occur. The contractor will be provided a list of when the Sunday closures will occur at the beginning of each closure season.
Stephen Kaiser 1 01/19/18				
SK1-1	Land Use	Master Planning	Missing comprehensive master plan for land development in North Allston	Development of a comprehensive Land Use Master Plan for North Allston is the responsibility of the Boston Planning and Development Agency (BPDA) and the property owner (Harvard), not MassDOT, and is beyond the scope of this transportation infrastructure Project. However, the CTPS modeling for the DEIR did account for future land development in the area including full build-out of the New Balance project and all development identified in the 2013 Harvard University Institutional Master Plan (IMP). The CTPS model also included assumptions for additional development of Harvard-owned lands north of Cambridge Street in their proposed Enterprise Research Campus (ERC) beyond the 10-year horizon of the IMP, and for Harvard development within the BPY. Long-range assumptions for the ERC and BPY were developed with input from Harvard University. These land use assumptions were thoroughly documented in the DEIR (see Appendix C - Traffic Operations Study and Appendix C-3). The CTPS model has been updated for the SDEIR and includes future land use assumptions for the Project study and the region that were developed by MAPC in collaboration with the BPDA, Harvard, MassDOT and CTPS.
SK1-2	Transit	Lack of plan	Missing state and local transit plan	State and local transit planning is outside the scope of this Project. West Station and other transit features of the Project have been designed in consideration of existing plans.

ID	Issue 1	Issue 2	Comment Excerpt	Response
SK1-3	Traffic	Analysis	Missing traffic analysis that recognizes the evidence of severe traffic congestion in the area	The DEIR did not ignore the fact that some segments of the I-90 corridor are congested during some peak periods (see DEIR Appendix C – Traffic Operations Study, page 8). Congestion elsewhere on the I-90 corridor (Exit 17/Newton Corner for example) does not affect the operational analysis performed for the Allston interchange ramps.
SK1-4	Traffic	Trip generation	Show how transit would handle new trips generated from development on Harvard land	The CTPS model for the DEIR accounted for transit use at the proposed Harvard development within the Project study area. The mode choice forecasts for the study area were presented in Tables 2.1 (2040 No-Build) and 3.2 (2040 Build) in the Traffic Operations Study (Appendix C of the DEIR). The 2040 Build results included West Station and expanded commuter rail services in addition to 3 new bus routes to/from West Station. All of the transit assumptions used in the CTPS modeling were described in Section 5.9.3 of the DEIR. The comment seems to imply that the Project would only be truly "multimodal" if the analysis showed that all of the new trip generation at Harvard's future development could be accommodated by transit. Although MassDOT is striving to maximize the amount of transit use in the study area, it is unrealistic to expect that the transit mode share would be 100%. See also response to comment SK1-5.
SK1-5	Transit	Service	Missing added multi-modal transit service for near and distant future	The transit assumptions in the CTPS model for the SDEIR have been updated since the DEIR and the revised assumptions will be described in the SDEIR. See Response to Frequent Comment WS-1.
SK1-6	Rail	GJR	Provide Design details for Grand Junction beyond that preferred service are locomotive freight & commuter rail service.	See Response to Frequent Comment RA-2.
SK1-7	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
SK1-8	Rail	Layover	Details on associated transit support systems including layover space	See Response to Frequent Comment WS-5 and Section 2.2.2.3 of the NPC.
SK1-9	Noise	Rail	Layover track impacts	See Response to Frequent Comment WS-5 and Section 2.2.2.3 of the NPC. More details will be included in the SDEIR.
SK1-10	Air Quality	Rail	Layover track impacts	The DEIR air dispersion modeling analysis included idling locomotives in the layover area. The analysis assumed that diesel locomotives would idle for more than 30 minutes per 310 CMR 7.11 The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS), which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR.
Todd Consentino 01/19/18				
TCO-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Troy Brogan – editorial no response required 01/22/18				
Mark Romanowsky 01/20/18				
MR-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
MR-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
MR-3	Transit	Bus connection	Add bus connection relates N. Allston-Comm Ave	See Response to Frequent Comment TF-5.
MR-4	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
Brent Whelan 01/21/18				
BW-1	Streets	Design	Redesign Stadium Way, Cattle Drive & East Lane to support daily traffic	Stadium Way, Cattle Drive and East Drive have been designed to accommodate the expected future traffic demands associated with the interchange and the proposed Harvard developments in the Project Area.
BW-2	Transit	Bus Routes	Bus links to Cambridge and Longwood	See Response to Frequent Comment TF-5.
BW-3	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
BW-4	Ped/Bike	Access/Routes	Provide path to allow access to Charles from west and south thru West Station alongside highway	Access to the Charles River from West Station would be via Cattle Drive to the Cambridge Street South at-grade crossing to the PDW Path.
John Eskew 01/21/18				
JE-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Debra Iles 1-22-18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
DI-1	Air Quality	GHG assumption	Study incompatible with reducing emissions per GWSA	The mesoscale GHG analysis will be updated in the SDEIR based on the updated traffic modeling for the three Throat Area options and Modified Flipped West Station. Further air quality mitigations measures will be evaluated based on input from MassDOT to reduce GHG emissions to work towards MassDOTs' GHG emissions reductions goals in the Global Warming Solutions Act (GWSA).
DI-2	Land Use	Planning Consistency	Inconsistent with City of Boston's imagine Boston 2030 & Go Boston 2030; BPDA Placemaking Study	The current 3L Re-alignment Alternative as well as the alternative described in the DEIR (3K) are both consistent with many aspects of the BPDA Placemaking Study. See Response to Frequent Comment LU-1.
DI-3	Rail	Service Schedule	Support mid-day service	See the Responses to Frequent Comments RA-3 and WS-3. Changes in service are outside the scope of this Project and would be done in coordination with MBTA policies.
DI-4	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
DI-5	Rail	GJR Service	Passenger service	See Response to Frequent Comment RA-2.
DI-6	West Station	Service & Timing	Two track service/ first phase	See Responses to Frequent Comments WS-2, WS-4, and WS-6.
DI-7	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
DI-8	Streets	Design	Fewer number of lanes in urban street grid	See Response to Frequent Comment TF-4.
DI-9	Ped/bike	Design	Study separate paths for bikes/peds from River to BU bridges for all TAV's.	Pedestrian/bicycle connections to the BU bridge are not included in the scope of this Project.
DI-10	Ped/Bike	Design	Consider boardwalk using fill over river and mitigate by creating a living shoreline	The Modified At-Grade option includes a PDW Path boardwalk with separated ped/bike facilities. See Section 2.2.2.2 – Modified At-Grade of the NPC for further discussion of this Throat Area option.
DI-11	Ped/Bike	Access Location	New footbridges near Agganis & Armory crossing over I-90 linking Comm Ave to Charles	See Response to Frequent Comment TR-1.
DI-12	Bus	Routes	North/south routes crossing over highway connecting to N Allston & Comm Ave	See Response to Frequent Comment TF-5.
DI-13	Rail	Design	Shift rail lines away from homes;	See Responses to Frequent Comments RA-1 and WS-3.
DI-13.5	Ped/Bike	Access Location	Evaluate creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River	See Responses to Frequent Comments RA-1 and WS-3.
DI-14	Noise/Vibration/Air Quality	Mitigation	Barrier wall is inadequate mitigation for air/noise and vibration impacts	The DEIR air dispersion modeling analysis included emissions from all roadways, rail lines and layover area in the Project study area. It also included the sound barrier wall. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS), which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR. See the Responses to Frequent Comments NO-1 and MI-1.
DI-15	Rail	Upgrades	Link GJ to West Station, Kendall Sq. and North Station and enhance bridge to be walk/bike connection	See Responses to Frequent Comments RA-1 and RA-2.
DI-16	Rail	Service	Increase off-peak commuter rail service between Worcester and Boston –obviating need for layover of idle trains	See Response to Frequent Comment RA-3.
John Powell 01/22/18				
JP-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Mark Lowenstein –none editorial only 01/22/18 **Michael Epstein ME same as D. Iles #1-16 1-22-18**				
Chantal Eide -2 01-23-18				
CE2-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
CE2-2	Highway	Design Preference	At grade with new bridges over with connections between Boston & Brookline to Cambridge & Charles River	See Responses to Frequent Comments HA-1 and TR-1.
CE2-3	Transit	Bus Routes	Provide north-south bus routes	See Response to Frequent Comment TF-5.
CE2-4	Rail	Design	Upgrade GJU rail to link with West Station, Kendall Sq. and North Station.	See Response to Frequent Comment RA-2.
CE2-5	Rail	Schedule	Run hourly off-peak between Worcester & Boston	See Response to Frequent Comment RA-3. Operational decisions are outside the scope of this Project and will be made in coordination with MBTA policies.
Christopher Breene 01/23/18				
CB-0.1	Highway	Design Preference	build at-grade,	See Response to Frequent Comment HA-1.
CB-0.2	Ped/Bike	Design	major flaw with this at-grade design, is that there is no room for green space and walking. Consider the at-grade proposal with an addition of a boardwalk so that this strip of land may still be walkable.	The Modified At-Grade option includes PDW Path on a boardwalk with river bank enhancements within boardwalk limits. See Section 2.3.12 of the NPC for a discussion of shoreline treatment options under the Modified At-Grade Throat Area option. See Section 2.3.4 of the NPC for a discussion of open space and recreation.

ID	Issue 1	Issue 2	Comment Excerpt	Response
CB-1	Streets	Design	New local streets with 4 or fewer lanes	See Response to Frequent Comment TF-4.
CB-2	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
CB-3	Transit	Bus Routes	Provide north/south and east/west routes	See Response to Frequent Comment TF-5. Additionally, two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR..
David C. Read (Dana Farber) 01/24/18				
DR-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
DR-2	Bike	Enhanced	Provide enhanced bicycling infrastructure leading to new neighborhoods and businesses	See Responses to Frequent Comments OS-1, PB-1, PB-2 and TR-1.
Jennifer Engel 01/23/18				
JEng-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
Jeng-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Jeng-3	Transit	Bus Routes	New street creating North Allston –Comm Ave bus connection	See Response to Frequent Comment TF-5.
Jeng-4	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
John Donnellan 01/23/18				
JD-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Liam Sullivan 01/23/18				
LSUL-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Nancy Schon NS = same as D.Iles 1-16 1-23-18				
Robert Weinberg 01/23/18				
RW-1	Streets	Use	Objects to use of Malvern Street connector usable by all types of motor vehicles	See Response to Frequent Comment TF-3.
RW-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Robyn Reed RR = same as D. Iles #1-16 1-23-18				
Alex Bernhard 01/24/18				
Abern-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Barry Solar 01/24/18				
BSO-1	Transit	Planning	Plan and construct mass transit and ped and bike improvements	See Responses to Frequent Comments PB-3 and TR-1.
Benjamin Bayes 01/24/18				
BB-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Billie Louise Bentzen 01/24/18				
BLB-1	Transit/Ped/Bike	Timing	Build early	See Response to Frequent Comment WS-2.
Deborah Chassler 01/24/18				
DC-1	Transit	Prioritize	Prioritize transit	See the updated Purpose and Need (Section 2.1 of the NPC) and Responses to Frequent Comments WS-4 and TR-1. The Project will balance the needs and interests of transit and roadway users and bicyclists and pedestrians.
DC-2	Ped/Bike	Prioritize	Prioritize ped and bike access	See Response to Frequent Comment PB-3.
Eileen Sweeney 01/24/18				
ES-1	Transit/Ped/Bike	Prioritize	Prioritize pedestrian, bike and transit	See Response to Frequent Comment PB-3.
Henrietta Davis 01/30/18				
HD-1a	Transit	Multi-modal	West Station delayed until 2040- begin planning now	See Response to Frequent Comment WS-2.
HD-1b	Transit	West Station	Plan station as future public transportation hub to Kendall Sq & N. Station and LMA	See Responses to Frequent Comments WS-4, LU-1, and RA-2.
HD-1c	Transit	Bus Routes	Take short term action to develop and implement bus routes	Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
HD-1d	West Station	Timing	Construct initial parts of Station at least for buses as part of I-90 project	See Responses to Frequent Comments WS-2 and MI-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HD-1e	Rail	GJR	Rebuild GJ RR over SFR to accommodate two transit tracks in future & remove obstacle in PDW path. Include in all 3 Throat area variations	See Response to Frequent Comment RA-2. Construction of the Modified Highway Viaduct Throat Area option would not necessitate reconstruction of the GJR bridge over SFR and is therefore not part of the Project. However, two Throat Area options currently under consideration, the Modified At-Grade and SFR Hybrid, would necessitate reconstruction of GJR bridge over SFR.
HD-2a	Streets	Design	Retain narrower exit ramp from SFR as single-lane w/ right	See Response to Frequent Comment TF-2.
HD-2b	Streets	Design	Design single lane exit ramp as narrow as possible to create space for improved ped/bike path leading to River Street bridge	See Response to Frequent Comment TF-2.
HD-3a	Traffic	Travel times	Demonstrate & design travel times between Cambridge & I-90 to/from Pike east and west	An analysis of travel times through the interchange area will be provided in the SDEIR.
HD-3b	Traffic/Streets	Signalization	Design appropriate signalization, possible reserved lanes, & traffic management strategies for Cambridge access/egress in new street grid	The proposed ramp system and street grid will provide for improved vehicular access between Cambridge and I-90 as compared to the existing ramp system. The proposed system will disperse rather than concentrate traffic and all of the proposed signals will have the necessary capacity to accommodate the future travel demands without causing excessive delays.
HD-3c	Streets	Design	East Drive and Stadium Way – build and added to new street grid to provide more direct access to/from Pike and Western Avenue	Stadium Way, East Drive and Cattle Drive between Cambridge Street and Western Avenue will be constructed by others (Harvard University). East Drive will be constructed to coincide with the opening of the MassDOT-constructed roadways south of Cambridge Street. Stadium Way and Cattle Drive will be constructed later and the schedule for opening of those roadways will be determined by Harvard and the City of Boston.
HD-3d	Traffic	Analysis	Undertake detailed traffic & design study of Cambridge roadways most impacted- River Street Bridge, Western Ave., Mem Drive and adjacent neighborhood streets	The Project study area includes DCR roadways and intersections in Cambridge that will be most affected by the Project: The River Street and Western Avenue bridges, Memorial Drive between River Street and JFK Street and the intersections of Memorial Drive with River Street, Western Avenue and JFK Street. Traffic impacts along River Street and Western Avenue east of Memorial Drive will be related to traffic generated by the future development by Harvard in the BPY and ERC rather than to the reconfiguration of the interchange ramps by MassDOT. Study of these roadways, and determination if mitigation is warranted, would be identified through the city and state permitting processes for those development projects.
HD-3e	Traffic	Studies/ Collaboration	Study details of traffic analysis & management plans with transportation concepts.: Cambridge, Boston, Brookline, Harvard and BU.	Cambridge, Boston, Harvard and BU all have representatives on the Project Task Force. Additionally, MassDOT has hosted several Project informational meetings in Brookline and Cambridgeport. Traffic analysis details have been, and will continue to be, shared with these stakeholders.
HD-3f	Traffic	Travel times	Expected travel times to and from Cambridge have not been studied	See response to comment HD-3a.
HD-3g	Traffic/Streets	Analysis	Analysis of additional traffic on Western and Mem Dr. inadequate, address impacts from truck traffic routing	Analysis of the signalized intersections of Memorial Drive and SFR with River Street and Western Avenue in the DEIR were appropriate and conform with the MEPA guidelines for the preparation of traffic impact studies. The analysis of these location in the SDEIR will also conform with the MEPA guidelines. Modifications to existing truck routing or truck restrictions in Cambridge were not considered, nor are they proposed, as part of the Project. River Street and Western Avenue (which are Principal Urban Arterials not residential streets) are both designated City of Cambridge Truck Routes and will continue to remain as such unless changed by the City of Cambridge.
HD-4a	Noise	Reduce	Reduce current Pike noise levels at source	See Response to Frequent Comment NO-1.
HD-4b	Noise	Analysis	Study/analyze to adequately understand impacts on Cambridge	See Response to Frequent Comment NO-1.
HD-4c	Noise	Mitigation	Detailed action plan to mitigate noise impacts	See Responses to Frequent Comments NO-1 and MI-1.
HD-4d	Noise	Mitigation type	Include modern noise walls	See Responses to Frequent Comments NO-1 and MI-1.
HD-5a	Highway Alternatives	Noise	Create 4th Throat Area variation revised from the current 3 that: Reduces current noise levels	See Response to Frequent Comment NO-1. Noise is further described in Section 2.3.11 of the NPC. The three current Throat Area options are moving forward for analysis in the SDEIR. See Sections 2.2.2.2 and 2.5.2 of the NPC for further discussion.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HD-5b	Highway Alternatives	Visual	Create 4th Throat Area variation revised from the current 3 that: visually inoffensive & attractive structure	Three Throat Area options will be carried forward for further analysis in the SDEIR. See Section 2.2.2.2 and 2.5.2 of the NPC for further discussion of each Throat Area option. Visual improvements have been added to the updated Purpose and Need (see Section 2.1 of the NPC) and a preliminary analysis of visual effects are described in Section 2.3.3 of the NPC. Visual effects will be further described in the SDEIR.
HD-5c	Rail/ Alternatives	GJR Use	Create 4th Throat Area variation revised from the current 3 that: reconstructs GJ for future transit/ped/bike;	See Response to Frequent Comment RA-2. The three current Throat Area options are moving forward for analysis in the SDEIR. See Section 2.2.2.2 and 2.5.2 of the NPC for further discussion of each Throat Area option. Two Throat Area options, the Modified At-Grade and SFR Hybrid, would require reconstruction of the GJR bridge over SFR.
HD-5d	Highway	Ped/Bike/Open Space & Rec.	Create 4th Throat Area variation revised from the current 3 that: positive impact on PDW Path, green space and river edge	Three Throat Area options will be carried forward for further analysis in the SDEIR. See Section 2.2.2.2 and 2.5.2 of the NPC for further discussion of each Throat Area option. All Throat Area options would increase green space along the Charles River and widen the PDW Path. See Section 2.3.4 of the NPC for a discussion of open space and recreation and Section 2.3.7 of the NPC for a discussion of pedestrian and bicycle facilities.
HD-5e	Highway	Design	Analysis of use of vacant barrel under one direction of Pike in HV-3 for relocation of EB SFR, providing more space for pathways and parkland	Use of space below viaduct is dependent on WML and GJR rail alignments. At a minimum, a portion of the area below the viaduct would be used for stormwater treatment.
HD-6a	Highway	Design	Minimize turnpike lane width to allow for increase in parkland/ped/bike along River	The proposed shoulder and travel lane widths of I-90 for each Throat Area option are the minimum acceptable widths. Any narrower configuration would degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns. See Section 2.2.2.2 of the NPC for further discussion of lane widths. All Throat Area options currently under consideration increase parkland along the Charles River and widen the PDW Path. See Sections 2.3.4 and 2.3.7 of the NPC for a preliminary analyses of open space and pedestrian and bicycle considerations, respectively.
HD-6b	Highway	Shoulder design	Revise HV3 to have narrower shoulders or use HV4	The Modified Highway Viaduct option has been refined to reduce the width by 8-feet from the HV variation described in the DEIR, as described in Section 2.2.2.2 Modified Highway Viaduct. The proposed shoulder and travel lane widths of I-90 for each Throat Area option are the minimum acceptable widths. Any narrower configuration would degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns.
HD-6c	Highway	Design	Use travel lanes on Pike no wider than existing	The proposed shoulder and travel lane widths of I-90 for each Throat Area option are the minimum acceptable widths. Any narrower configuration would degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns. See Section 2.2.2.2 of the NPC for further discussion of lane widths.
HD-7a	Noise	Mitigation	Develop strategies to improve noise levels at Magazine Beach	See Responses to Frequent Comments NO-1 and MI-1.
HD-7b	Open Space & Rec	Design	Minimize Pike width to maximize parkland and enhance PDW path at River's edge	The proposed shoulder and travel lane widths of I-90 described in this NPC for each Throat Area option are the minimum acceptable widths. Any narrower configuration would degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns. See Section 2.2.2.2 of the NPC for further discussion of lane widths. All Throat Area options currently under consideration increase parkland along the Charles River and widen the PDW Path. See Sections 2.3.4 and 2.3.7 of the NPC for a preliminary analyses of open space and pedestrian and bicycle considerations, respectively.
HD-7c	Streets/Ped/Bike	Design	Maximize potential area for paths/park by designing single right turn exit from SFR to River St.	See Response to Frequent Comment TF-2.
HD-7d	Rail	Design	Rebuild GJ bridge over SFR to remove current obstacle in PDW Path	See Response to Frequent Comment RA-2.
HD-7e	Ped/Bike	Design	Add underpass for ped/bike under River and Western Ave Bridges on Boston side of Charles in anticipation of future bridge reconstruction	Pedestrian/bicycle underpasses at the River Street and Western Avenue bridges, if feasible, permittable or even desirable, are beyond the scope of this Project. Such an underpass at River Street would not eliminate the need to also provide pedestrian and bicycle facilities/connections at the SFR/River Street intersection.
HD-7f	Streets	Design location	Study if relocation of SFR in area of New Cambridge St. South can be moved further from River.	SFR has been relocated as far west as possible due to existing major utility infrastructure.
HD-7g	Ped/Bike	Design	Include for all at-grade – 2 ped/bike bridges from BU/Comm Ave area to PDW Path	See Response to Frequent Comment OS-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
HD-8a	Construction	Plans	Develop specific action plan to mitigate construction impacts	See Response to Frequent Comment MI-1. Mitigation for unavoidable adverse impacts will be described in the SDEIR and further described in the FEIR if necessary.
HD-8b	Transit	Mitigation	Detail bus/transit plan to address years of disruption	Construction phase mitigation measures, including transit plans, will be described in the SDEIR.
HD-8c	Traffic	Management	Plan roadway traffic management for routes (Mem Drive, River St. Western Ave, Mass Ave, Central, Kendall, Harvard Sq.) when auto traffic will seek other routes during construction periods.	Construction phase mitigation measures will be described in the SDEIR.
HD-8d	Traffic	Impacts	Address impacts of construction diversions on Memorial Drive and neighborhood streets.	Construction phase mitigation measures will be described in the SDEIR.
HD-8e	Noise	Construction term Mitigation	Describe steps to reduce construction term noise impacts on Cambridgeport, Riverside and Magazine Beach Park	See Responses to Frequent Comments NO-1 and MI-1. Construction noise impact and control measures will be evaluated in the SDEIR.
HD-8f	Ped/Bike	Construction Term Mitigation	Improve ped/bike paths on Cambridge side of River to accommodate heavier use during construction.	Improvements to ped/bike paths on Cambridge side of river are outside the scope of the Project. See Response to Frequent Comment MI-1.
Ian Schneider - 101/24/18				
IS1-1	West Station	Timing & transit	Build early, improve transit connections	See Response to Frequent Comment WS-2.
IS1-2	Transit	Bus Routes	North/south connection	See Response to Frequent Comment TF-5.
IS1-3	Streets	Design	Small local streets, bike friendly	See Response to Frequent Comment TF-4.
Lisa Tran 01/24/18				
LT-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
LT-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
LT-3	Transit	Bus Routes	New street creating North Allston –Comm Ave bus connection	See Response to Frequent Comment TF-5.
LT-4	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
Liza Burkin 01/24/18				
LBU-1	Streets	Design	New local streets fewer than 4 lanes	See Response to Frequent Comment TF-4.
LBU-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
LBU-3	Transit	Bus Routes	New street creating North Allston –Comm Ave bus connection	See Response to Frequent Comment TF-5.
LBU-4	Highway	Design Preference	Select At grade	See Response to Frequent Comment HA-1.
Mark Kracziewicz 01/24/18				
MKR-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
MKR-2	Highway	Design Preference	ABC	See Response to Frequent Comment HA-1.
MKR-3	Ped/Bike	Design	Combined path boardwalk in river (piers) w/ plantings on shore (include in FEIR version of ABC)	The Modified At-Grade Throat Area option includes the PDW Path on a boardwalk and shore plantings. See Section 2.2.2.2 – Modified At-Grade of the NPC for further discussion.
MKR-4	Streets	Design	Reduce number of lanes in grid (human-scaled streets)	See Response to Frequent Comment TF-4.
MKR-5	Transit	GJR Design	Upgrade GJR linking West Station, Kendall sq, north station	See Response to Frequent Comment RA-2.
MKR-6	Rail	Schedule	Evaluate increasing off-peak commuter rail service between Worcester and Boston – obviating Allston layover	See Response to Frequent Comment RA-3.
Rebecca Ward 01/24/18				
Rward-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Samuel Burgess 01/24/18				
SB-1	West Station	Timing	Build early (in conjunction with most of the new streets and housing/ commercial space)	See Response to Frequent Comment WS-2.
SB-2	Open Space & Rec	Design	Shared path at Charles inadequate with minimal green space or barriers between path & hwy	See Responses to Frequent Comments PB-2 and PB-3. Separated paths are provided for most of the Project Area.
Gabriela Romanow 01/25/18				
GR-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
GR-2	Transit	Routes	Additional trains and buses to Kendall, medical center & downtown	See Responses to Frequent Comments WS-2 and TF-5. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
GR-3	Ped/Bike	Design	Segregated bike/ped lanes	See Response to Frequent Comment PB-2.
Leonard Singer –none editorial only 01/25/18				
Mark LeBel 01/25/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
MIeB-1	West Station	Timing	Build early (transit with development)	See Response to Frequent Comment WS-2.
MIeB-2	Ped/bike	Design	Along Charles needs to be significantly improved	Separated bicycle and pedestrian paths, riverbank and park plantings are proposed under the 3L Re-alignment Alternative. Wetlands, bioswales, other natural elements will be considered.
Peter Smith 01/25/18				
PS-1	Land Use	Design	Follow complete streets guidelines	3L Re-alignment Alternative ramp street grid is being designed to follow City of Boston and MassDOT complete streets guidelines. See Response to Frequent Comment TR-1.
PS-2	Transit	Rail/Bus	Regional rail and cross town bus essential	See Response to Frequent Comment WS-4 and Section 2.2.2.3. Operational changes are outside the scope of this Project and would be done in coordination with existing MBTA policies.
Philip Durbin 01/25/18				
PD-1	Streets	Traffic Impacts	Prevent Car traffic increase on Malvern Street	See Response to Frequent Comment TF-3.
Steve Miller 01/25/18				
SM-1	Scope	Expansion	Enlarge study area (see comment letter)	See Responses to Frequent Comments WS-2 and TF-5. Evaluation of new ramps from I-90 to Mountfort Street, St. Mary's Street or Beacon Street is beyond the scope of the Allston Interchange Project, and not required in MEPA's Certificate on the DEIR. However, study of these ramps could be pursued as a separate project.
SM-2	Transit	Include	Include north/south ped/bike/bus over tracks and hwy to Harvard Sq & LMA;	See Responses to Frequent Comments WS-2 and TF-5. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
SM-2.5	Open Space & Rec	Design	more parkland and riverside green space along River	See Response to Frequent Comment OS-1.
SM-3	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
SM-4	Ped/Bike	Timing	Build Franklin St Ped Bridge early	See Response to Frequent Comment PB-5.
SM-5	Noise	Mitigation	Feasible methods to reduce construction and future traffic noise at Magazine Beach	See Responses to Frequent Comments NO-1 and MI-1.
SM-6	Streets	Design	Access from Storrow to River St. and from Cambridge to/from Pike	See Response to Frequent Comment TF-2.
SM-7	Wetlands/WWs	Design/ Mitigation	Use fill or structure to provide greater separation from travel lanes from path; Mitigate environmental impacts if fill used for path along River's edge.	The Modified At-Grade Throat Area option includes the PDW Path on a boardwalk over the Charles River. If this option is selected, mitigation will be required. See Response to Frequent Comment PB-2.
SM-8	Streets	Future	Push Harvard to commit to build secondary roads, key to future mobility (East Dr. & Stadium Way)	MassDOT continues to collaborate with Harvard regarding streets that will service future development.
Teresa Broering 01/25/18				
TB-1	Streets	Traffic Impacts	Traffic increase on Pleasant Street; prevent passenger vehicles from using Malvern Street	See Response to Frequent Comment TF-3.
Carol Harley 01/25/18				
CH-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
CH-2	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
CH-3	Transit	Bus Routes	New north/south bus routes	See Response to Frequent Comment TF-5.
CH-4	Rail	GJR use	Upgrade and link to West Station, Kendall Sq and North Station	See Response to Frequent Comment RA-2.
CH-5	Rail	Schedule	Outside of rush hour-introduce hourly off peak between Worcester and Boston to eliminate need to store trains near West Station	See Response to Frequent Comment RA-3.
Emanuela Barberis/ and Darien Wood 01/26/18				
EB/DW-1	Streets	Traffic Impacts	Do not open Malvern Street to all vehicles	See Response to Frequent Comment TF-3.
Gerald Lazar 01/26/18				
GL-1	West Station	Timing	Build early do not delay	See Response to Frequent Comment WS-2.
GL-2	Transit	Bus Routes	New north/south bus routes	See Response to Frequent Comment TF-5.
GL-3	Highway	Design Preference	Do not build the viaduct	See Response to Frequent Comment HA-1.
Marian Lazar 01/26/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
MLZ-1	West Station	Timing	Build early do not delay	See Response to Frequent Comment WS-2.
MLZ-2	Transit	Bus Routes	New north/south bus routes	See Response to Frequent Comment TF-5.
MLZ-3	Highway	Design Preference	Do not build the viaduct	See Response to Frequent Comment HA-1.
Elizabeth Egan 12/20/17				
EEG-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Frank Epstein FE 1& 2 same comment in both letters 01/26/18				
FE-1	Streets	Traffic Impacts	Prevent car traffic Into North Brookline	See Response to Frequent Comment TF-3.
Gina Crandell 2 01/26/18				
GC2 -1	Streets	Traffic Impacts	Additional traffic in north Brookline	See Response to Frequent Comment TF-3.
John Powell 2 –editorial only no response required 01/26/18				
Nita Sembrowich 01/26/18				
NSE-1	Traffic	Impacts	DEIR models are underestimating the amount of traffic likely to be dumped on Cambridge streets by the massive I-90 reconfiguration project, both during construction and after the project is complete.	The CTPS regional travel-demand model is the best tool available to MassDOT for forecasting future traffic volumes. The CTPS traffic model has been updated for the SDEIR analysis to include the latest roadway network assumptions, latest regional land use and employment assumptions and the latest transit assumptions. The revised modeling results will be described in the SDEIR. MassDOT is committed to working with the City of Cambridge to develop appropriate measures to minimize and mitigate any adverse traffic impacts in Cambridgeport during reconstruction of the I-90 interchange.
NSE-2	West Station	Timing	shocked that there is any question of delaying construction of the West Station component of the I-90 reconfiguration.	See Response to Frequent Comment WS-2.
NSE-3	Traffic	Movements	more information is needed regarding the effects of changes to access to and from I-90 for Cambridge residents.	An analysis of travel times through the interchange area will be provided in the SDEIR.
Lisa Kunze & Jeffrey Schafer 01/26/18				
LK/JS-1	West Station	Timing	West Station is a priority	See Response to Frequent Comment WS-2.
LK/JS-2	Transit	Bus Routes	Bus routes and improved service are a priority	See Responses to Frequent Comments WS-2 and TF-5. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
LK/JS-3	Streets	Design	4 lane roads or less	See Response to Frequent Comment TF-4.
LK/JS-4	Ped/Bike	Design	Separate bike and pedestrian ways should be priorities	See Response to Frequent Comment PB-2.
LK/JS-5	Traffic	Design	Traffic calming mitigation measures	MassDOT is committed to working with the City of Boston to protect the residential community adjacent to Cambridge Street both during and after construction. The City has already implemented effective measures to prevent cut-through traffic in this neighborhood such as cul-de-sacing Sorrento and Hooker Streets and making Hopedale Street one-way eastbound. No changes are proposed for these streets, consequently, the effectiveness of the previous traffic circulation changes will not be diminished. Additionally, as currently proposed, Windom Street will be cul-de-sac at its southern terminus so that there will not be a direct connection to Cambridge Street, which will prevent cut-through traffic on this street. Access to the Windom Street neighborhood will be provided via Amboy Street and the proposed signal at Seattle Street/Cambridge Street.
LK/JS-6	Traffic	Projections	Improved calculations of traffic given the projected numbers of people expected after development of the Harvard properties.	The CTPS traffic model has been updated for the SDEIR analysis to include the latest roadway network assumptions, latest regional land use and employment assumptions and the latest transit assumptions. The revised modeling results will be described in the SDEIR.
Derek Lessing 01/26/18, Points adapted from WalkBoston				
DL-1	Transit	Timing	Build Early	See Response to Frequent Comment WS-2.
DL-2	Traffic	Mitigation	Mitigate traffic volumes during and after construction	See Response to Frequent Comment MI-1. Mitigation for unavoidable adverse impacts will be described in the SDEIR and further described in the FEIR if necessary.

ID	Issue 1	Issue 2	Comment Excerpt	Response
DL-3	Transit	Design location	Provide single new bridge at Malvern to serve high demand bus routes	See Response to Frequent Comment TF-5.
DL-4	Ped/Bike	Design	8 foot width is inadequate	All options under consideration include paths wider than 8 feet.
DL-5	Land Use	Parkland Impacts	Project takes parkland to build new facilities	All three Throat Area options require various degrees of taking of parkland within the Throat Area; however, new parkland will be created in each option as well. Please see Section 2.3.4 for more in-depth discussion. More details will be included in the SDEIR.
DL-6	Ped/Bike	Design	Develop a more generous and usable path	See Response to Frequent Comment PB-3. All options under consideration include widened paths.
DL-7	Land Use	Master plan	Develop master plan for entire riverfront	Design of riverfront improvements along the entire shoreline will be coordinated with DCR and DEP.
DL-8	Land Use	River	Understand and plan for river use	River uses will be considered in park development.
DL-9	Ped/bike	Connections	Provide connections between local streets and river paths	See Response to Frequent Comment PB-3.
DL-10	Wetlands/Ped/Bike	Design	Plan should consider filling river to make space for paths	See Response to Frequent Comment PB-2.
Sky Rose –none editorial only 01/25/18				
Sybil Schlesinger 1 and 2 01/26/18 & 02/02/18				
SES1-1	Transit	Routes	Provide regional rail and cross town bus connections	See Responses to Frequent Comments WS-2 and TF-5. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
SES1-2	Ped/Bike	Access	Provide access to river and across project area	See Response to Frequent Comment PB-3.
SES1-3	Ped/Bike	Design	Separate bike and ped/walkers	See Response to Frequent Comment PB-2.
SES2-1	Streets	Design Preference	Supports Walk Boston and CRC's unchoke the throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Amy Shulman Weinberg -2nd letter 01/27/18				
ASW2-1	Streets	Traffic Impacts	Opposed to use of vehicular traffic on Malvern Street	See Response to Frequent Comment TF-3.
Braha Oren –none editorial only 01/27/18				
Carolyn Sax – 01/27/18				
CS-1	Streets	Traffic Impacts	Opposes increase in traffic in North Brookline neighborhood via Malvern Street	See Response to Frequent Comment TF-3.
Catherine Corman & Markus Penzel 01/27/18				
CC/ML-1	Streets	Traffic Impacts	Opposed to opening of Malvern Street as exit for Pike through Allston to North Brookline	See Response to Frequent Comment TF-3.
Catherine Donaher/ Robert Hollister 01/27/18				
CD/RH	Streets	Traffic Impacts	Redesign Malvern to provide new and fair options for handling Allston/North Brookline	See Responses to Frequent Comments TF-3 and TF-5.
Charles Pearlman 01/27/18				
CP-1	Streets	Traffic Impacts	Consider impacts for new pike exit and development	See Response to Frequent Comment TF-3.
Dan & Fran Givelber 01/27/18				
DG/FG	Streets	Traffic Impacts	Opposes opening Malvern Street to unlimited vehicular traffic	See Response to Frequent Comment TF-3.
David Hemenway 01/27/18				
DH-1	Streets	Traffic Impacts	Concerned about increased traffic in North Brookline	See Response to Frequent Comment TF-3.
John Bowman 01/27/18				
JLB-1	Transit	Options	West station with a commuter rail stop and bus terminal	See Response to Frequent Comment WS-4.
JLB-2	Transit	Bus Connections	Provide direct bus access between West Station bus terminal and Comm Ave	See Response to Frequent Comment TF-5.
JLB-3	Ped/Bike	Access locations	Provide n/s ped/Bike access- at least 1 xing to Brookline at Babcock & points further east	See Responses to Frequent Comments TR-1 and TF-5.
JLB-4	Ped/bike	Connections	Ped/bike connection from West Station and Brookline to PDW Path near BU Bridge	See Responses to Frequent Comments TR-1 and TF-5. .
JLB-5	Ped/Bike	Design	Provide separate paths for bike and ped	See Response to Frequent Comment PB-2.
JLB-6	Highway	Design Preference	Select at-grade option (less expensive, less obtrusive, and allow for air rights crossings)	See Response to Frequent Comment HA-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
JLB-7	Highway	Design	Do no increase I-90 capacity and lane widths	The vehicular capacity of I-90 (number of lanes) and posted speed limits will not change because of the Project. However, I-90 lane and shoulder widths will be modified in some fashion as part of the Project depending on which Throat Area option is selected. The proposed geometric changes on I-90 will be described in the SDEIR.
JLB-8	Rail	Layover Design	Limit train layover to no more than 4 tracks or 8 trainsets	See Response to Frequent Comment WS-5 and Section 2.2.2.3 of the NPC. The layover yard is now planned to include four tracks for eight layover trainsets.
Mariana C Castells 01/27/18				
MCC-1	Streets	Traffic Impacts	Prevent opening of Malvern to unlimited motor vehicles	See Response to Frequent Comment TF-3.
Mary Mahlmann 01/29/18				
MMM-1	Streets	Traffic Impacts	Concerns with increase traffic, better planning to divert traffic	See Response to Frequent Comment TF-3.
Matthew Cassis 01/29/18				
MCA-1	Streets	Traffic Impacts	Opposed to n/s car access along Malvern. Use only for bikes and peds; or possibly a "checkpoint" in which would allow exclusive bus and van access – but no passenger cars	See Responses to Frequent Comments TF-3 andTF-5.
Pam Roberts 01/27/18				
PR-1	Streets	Traffic Impacts	Do not allow Malvern Street to be open to all traffic	See Response to Frequent Comment TF-3.
Robert Miller, Town Meeting Member, Precinct 8 01/27/18				
RM-1	Streets	Traffic Impacts	Opposes automobile traffic directed into the Packard's Corner Area	See Response to Frequent Comment TF-3.
Robert Persons 01/27/18				
RPE-1	Ped/Bike/Trans	Access	Include planning of walking, cycling, and transit using public in planning process	See Responses to Frequent Comments PB-3 and TR-1.
Robin Pelzman 01/27/18				
RPE-1	Streets	Traffic Impacts	Concern about opening Malvern to vehicular traffic – consider alternatives	See Response to Frequent Comment TF-3.
Paul Sax 01/27/18				
PSAX-1	Streets	Traffic Impacts	Opposes allowing unrestricted vehicular traffic on Malvern Street	See Response to Frequent Comment TF-3.
Tom Levenson 01/27/18				
TL-1	Streets	Traffic Impacts	Use of Malvern Street to funnel cars to Allston & North Brookline will greatly burden neighborhood	See Response to Frequent Comment TF-3.
Caitlin Studdard, Town Meeting Member in Precinct 2 01/28/18				
CMS-1	Streets	Traffic Impacts	Opposed to plans for widening Malvern Street to allow vehicles to enter Brookline directly	See Response to Frequent Comment TF-3.
Debbie Levey 01/28/18				
Dlev-1	Transit	Timing	Build early	See Response to Frequent Comment WS-2.
Dianne & Michael Blau 01/28/18				
D&MB	Streets	Traffic Impacts	Modify project so streets (Crowninshield) will not suffer from project	See Response to Frequent Comment TF-3.
Janis Bellow 12/21/17 and JB-2 same letter 01/28/18				
JB-1	Streets	Traffic Impacts	Massive increase in traffic in neighborhood with vehicular use of Babcock/Malvern	See Response to Frequent Comment TF-3.
John & Barbara Sherman 01/28/18				
JS/BS-1	Streets	Traffic Impacts	Opposition to opening Malvern Street to vehicle traffic	See Response to Frequent Comment TF-3.
Kenneth Schlossher & Asgedet Stefanos 01/28/18				
KS/AS-1	Streets	Traffic Impacts	Opposed to vehicular use of Malvern Street –impacts to North Brookline residential area	See Response to Frequent Comment TF-3.
Lucy Mack 01/28/18				
LM-1	Streets	Traffic Impacts	Babcock will bear brunt of increased traffic volume; how many cars at peak hours between Comm Ave & Harvard St.	See Response to Frequent Comment TF-3.
Monica Hexner MH 1 & 2 same comment on both letters 01/28/18 and 02/01/18				
MH-1	West Station	Build	Build station	See Response to Frequent Comment WS-4.
MH-2	Noise/Ped/Bike	Impacts	Viaduct replacement would make path very noisy and preclude connectivity between Brookline and Charles River	See Response to Frequent Comment NO-1 for further discussion of noise and Response to Frequent Comment TF-5 and Sections 2.2.2.3 and 2.3.7 of the NPC for further discussion of connectivity.
MH-3	Ped/Bike	Design	The lack of an attractive bike and pedestrian path along the water's edge is unthinkable!	See Response to Frequent Comment PB-3.
Peter Flynn 01/28/18				
PFLY-1	Streets	Traffic Impacts	Find alternative plans to opening Malvern street to unlimited vehicular access	See Response to Frequent Comment TF-3.
Steve Gilbert/Maura Toomey 01/28/18				
SG/MT-1	Streets	Traffic Impacts	Potential for traffic congestion from opening Malvern Street to pike extension	See Response to Frequent Comment TF-3.
Alex Silver 01/29/18				
AS-1	Streets	Traffic Impacts	No increased traffic within residential neighborhoods of Brookline	See Response to Frequent Comment TF-3.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Anita Breslaw 01/29/18				
ABR-1	Streets	Traffic Impacts	Traffic increase in North Brookline is unacceptable	See Response to Frequent Comment TF-3.
Arlene Mattison 01/29/18				
ARM-1	Ped/Bike	Design	Insufficient attention to need for safe/effective bike/ped pathways and access	See Response to Frequent Comment PB-3.
ARM-2	Transit/West Station	Timing	Inadequate attention and investment during phase 1	See Response to Frequent Comment WS-2.
ARM-3	Construction	Mitigation Provisions	Insufficient mitigation for construction impacts and long term impacts	See Response to Frequent Comment MI-1.
ARM-4	Ped/Bike	Access	Make provisions for walkers/joggers/bikes between neighborhood and green space	See Responses to Frequent Comments PB-3 and OS-1.
ARM-5	Transit	Bus Service Route	Service connecting local streets to and thru West Station	See Response to Frequent Comment TF-5.
ARM-6	Transit	Bus Service Routes	Crosstown bus access to and thru West station w/ connections to rail at West Station	See Response to Frequent Comment TF-5.
ARM-7	West Station	Design	Include commuter rail stop and bus terminal	See Response to Frequent Comment WS-4 and Section 2.2.2.3 of the NPC.
ARM-8	Ped/Bike	Routes	North/south bike/ped access include crossings to Brookline at Babcock & Malvern	See Response to Frequent Comment TF-5 and Section 2.2.2.3 of the NPC.
ARM-9	Ped/Bike	Routes	Provisions for bike/ped connections from West Station near BU Bridge to connect to Brookline over I-90 Rail to PDW Path	See Responses to Frequent Comments TR-1, PB-3 and TF-5.
Barbara Scotto, School Committee, Town Meeting member 01/29/18				
BSC-1	Streets	Traffic Impacts	To North Brookline Street neighborhood	See Response to Frequent Comment TF-3.
BSC-2	Streets	Traffic Impacts	What happens to local streets when traffic is fed thru Brookline towards Coolidge Corner	See Response to Frequent Comment TF-3.
Beth Kates 01/29/18				
BK-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
BK-2	West Station	Use	Construct station as full transit hub for trains and buses	See Response to Frequent Comment WS-4 and Section 2.2.2.3 of the NPC.
BK-2.5	Cost	Analysis	It will be cheaper and less disruptive to construct West Station as part of the main I-90 project.	See Response to Frequent Comment WS-2.
BK-3	Streets	Traffic Impacts	Vehicular traffic over new I-90 at Seattle & Cattle should be limited to MBTA buses and shuttles by routing thru West Station.	See Responses to Frequent Comments TF-3 and TF-5.
Colin McCarthy 01/29/18				
CMC-1	West Station	Timing	Build Early	See Response to Frequent Comment WS-2.
CMC-2	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
Dave Jack 01/29/18				
DJ-1	Streets	Traffic Impacts	Use of Malvern Street for bus and autos will create substantial traffic increase in neighborhood	See Response to Frequent Comment TF-3.
DJ-2	Traffic	Study Area	Conduct traffic studies beyond Comm Ave –determine impact on North Brookline neighborhoods	See Response to Frequent Comment TF-3.
David Roochnik 12/20/17				
DRO1-1	West Station	Timing	oppose the postponement of the construction of the West Station.	See Response to Frequent Comment WS-2.
DRO1-2	Transit	Buses	needed is a direct connection for buses and shuttles between Beacon Park Yards, West Station, and Commonwealth Avenue.(no cars)	See Response to Frequent Comment TF-5.
David Roochnik 2 01/29/18				
DRO2-1	Streets	Traffic Impacts	Impacts to North Brookline neighborhood	See Response to Frequent Comment TF-3.
Jill Winitzer 01/29/18				
JAW-1	Streets	Traffic Impacts	Impacts to Copley Street residential neighborhood	See Response to Frequent Comment TF-3.
JAW-2	Traffic	Study Area	Conduct traffic studies beyond Comm Ave –determine impact South of Comm Ave	See Response to Frequent Comment TF-3.
Lea Mannion 01/29/18				
LMAN-1	Streets	Traffic Impacts	Opposed to n/s car access along Malvern. Use only for bikes and peds; or possibly a "checkpoint" in which would allow exclusive bus and van access – but no passenger cars	See Response to Frequent Comment TF-3.
Leonard Rosen 01/29/18				
LR-1	Streets	Traffic Impacts	Avoid use of Malvern Street for general vehicular traffic or buses	See Responses to Frequent Comments TF-3 and TF-5.
Lisa Liss 01/29/18				
LL-1	Streets	Traffic Impacts	Concerns about Increased traffic to North Brookline	See Response to Frequent Comment TF-3.
Yair Egozy 01/29/18				
YE-1	Streets	Traffic Impacts	Prevent opening of Malvern Street to unlimited motorized vehicles	See Response to Frequent Comment TF-3.
Zack & Maddie DeClerck 01/29/18				
ZD/MD-1	Transit	Multimodal Design	Provide multimodal design	See Response to Frequent Comment TF-6.
ZD/MD-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Barry Steinberg – comments w/ respect to rail connections – may not warrant response (pg 17 in particular) 01/30/18				
BST-1	Rail	Connections	Farimont Route connection to GJR	See Response to Frequent Comment RA-2.
Brookline Preservation Commission 01/30/18				
BPC-1	Ped/Bike/Transit	Connections to West Station	Request for ped, bike & transit connections only from south side of proposed West Station	See Response to Frequent Comment PB-3.
BPC-2	Streets	Capacity	Opposes construction of any bridge allowing auto traffic to travel into Brookline – in sufficient street capacity	See Response to Frequent Comment TF-3.
BPC-3	Historic	Impacts	If project allows auto & truck from south, could do irreparable harm to individual historic districts and sites in the vicinity	The proposed Malvern Connector will be restricted to pedestrian, bicycle and transit traffic only; general vehicular traffic will not be allowed. No other new vehicular connections to the south are proposed.
Peter Stokes 01/30/18				
PST-1	Highway	Design Preference	Select at-grade option	See Response to Frequent Comment HA-1.
PST-2	West Station	Timing & Type	Build early and establish as transit hub (be established no later than construction of the surrounding development). How can the surrounding area be developed as transit-oriented and occupied decades in advance of the facilities that would be needed?	See Responses to Frequent Comments WS-2 and WS-4. Land use and development considerations are included in Sections 2.3.2, 2.4.2, and 2.2.2.3 of the NPC.
Alex Frieden 01/31/18				
AF-1	Ped/Bike	Design	Larger throat area to accommodate wider path separation between path and traffic	See Response to Frequent Comment PB-2.
Brendan Connor 01/31/18				
BCON-1	Ped/Bike	Design	Hope that redesign process allows for wider and more people friendly design, rather than placing us on a narrow path next to loud noisy cars	See Responses to Frequent Comments PB-2 and PB-3.
Christine Klaus 01/31/18				
CK-1	Ped/Bike	Design	Wider path to accommodate bike/ped in throat area	See Responses to Frequent Comments PB-2 and PB-3.
Christopher Cassa 2 01/31/18				
CC2-1	Ped/Bike	Design	Path too narrow –make broader and quieter	See Responses to Frequent Comments PB-2 and PB-3.
CC2-2	West Station	Timing	Early build	See Response to Frequent Comment WS-2.
Cambridge Plant and Garden Club 2/6/18				
CPGC-1	West Station	Timing	West Station planning (with transit connections to Kendall Square, North Station, the Longwood Medical Area) should be incorporated in the I-90 design in advance of development rather than after the fact	See Responses to Frequent Comments WS-2, WS-4, and RA-2. Land use and development considerations are included in Sections 2.3.2, 2.4.2, and 2.2.2.3 of the NPC.
CPGC-2	Streets	Design	Maintain a right turn exit ramp from Soldiers Field Road at the River Street Bridge	See Response to Frequent Comment TF-2.
CPGC-3	Highway	Access	Access to the Mass Pike –encourage the most direct access to the Pike that is possible to minimize drivers' incentives to detour through neighborhood streets, or to enter or exit the Pike at Newton Corner or in Boston.	The Project will improve traffic operations at the interchange as compared to the existing conditions, which will help ensure that drivers will not choose to use other interchanges to avoid congestion at Allston. Connections between Cambridge and I-90 will be the same as today - via the River Street and Western Avenue Bridges. I-90 access to/from the Back Bay and downtown Boston will be more direct than in the existing conditions because of the addition of the new SFR ramps at Cambridge Street South.
CPGC-4	Noise	Mitigation	Noise – Mitigation infrastructure – beyond what is technically required future residents and for residents of Cambridgeport and those who use Magazine Beach Park.	See Responses to Frequent Comments NO-1 and MI-1.
CPGC-5	Highway	Design	support Mayor Davis's call for a fourth option; we would support an air-rights/tunnel solution.	Tunnel options were determined not to be feasible due to complexities with elevations of all transportation facilities within the Throat Area, ramp connections to the interchange and rail connections to West Station and rail yard.
CPGC-6	Highway	Design	Width of the Allston design should not depart from the existing widths along other sections of I-90 from Boston to Route 128.	See Response to Frequent Comment PW-1.
CPGC-7	Open Space & Rec	Design	Parkland and PDW Path -support all of Mayor Davis's requests for additional action, and urge you to develop an innovative approach – a pathway built on a boardwalk over the Charles or on fill	A section of the PDW path is relocated on a boardwalk under the Modified At-Grade Throat Area option to allow riverbank plantings. See Section 2.2.2.2 – Modified At-Grade of the NPC as well as Response to Frequent Comment HA-1 for further discussion of the Modified At-Grade Throat option.
CPGC-8	Mitigation	Construction	Construction Mitigation -further urge that some of the measures in the DCR's recent Mt. Auburn Corridor Study be considered for expedited implementation.	See Response to Frequent Comment MI-1. Mitigation for unavoidable adverse impacts will be described in the SDEIR and further discussed in the FEIR if necessary.
CPGC-9	Funding	Paths	fund multi-use paths at Magazine Beach Park that can be used by cyclists, runners and pedestrians during construction	Funding multi-use paths at Magazine Beach Park are outside the scope of the Project.
David Jones 01/31/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
DJ-1	Ped/Bike	Design Preference	Supports unchoke the throat (UTC) by Walkboston (WB) Widen path and provide separation from traffic	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Debbie Levey editorial only no response required 01/31/18				
Ivy Stoner 01/31/18				
IST-1	Ped/Bike	Design Preference	Provide more room for bike and ped users than proposed	See Response to Frequent Comment PB-3.
IST-2	Ped/Bike	Design Preference	Supports Unchoke the Throat by Walk Boston, and "on fill" option which offers more landscaping to mute the traffic	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Jeff Gang 01/31/18				
JG-1	Ped/Bike	Design	Upgrades to path –too narrow	All Throat Area options currently under consideration significantly increase the width of the path along the river edge. See Responses to Frequent Comments PB-2 and PB-3. Upgrading the PDW Path is also included in the updated Purpose and Need (see Section 2.1 of the NPC).
John S. Allen 01/31/18				
JSA-1	West Station	Timing	Build early (and assumed as transit hub)	See Response to Frequent Comment WS-2.
Krystyna Chmielinski 01/31/18				
KC-1	Noise/Traffic	Impacts	Concerned about noise and traffic to North Brookline neighborhood	See Responses to Frequent Comments TF-3 and NO-1. Noise conditions throughout the study area will be described. North Brookline is not expected to be impacted by project-generated noise due to its distance and the building mass that exists between the Project Area and Commonwealth Ave.
Kyle Robidoux 01/31/18				
KR-1	Ped/Bike	Design width	Wider path	All Throat Area options currently under consideration significantly increase the width of the path along the river edge. See Responses to Frequent Comments PB-2 and PB-3. See Sections 2.3.4 and 2.3.7 of the NPC for further discussion of open space and recreation and pedestrian and bicycle facilities, respectively.
Mark Zurlo 01/31/18				
MZ-1	Ped/Bike	Location & design	Place path further from road, and widen it, and more light	See Responses to Frequent Comments PB-2 and PB-3.
Matthew Lawlor 01/31/18				
MLAW-1	Ped/Bike	Design Preference	Support alternatives proposed by walkboston/sasaki/CRC throat should be recreational amenity	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Mike Mennonno 01/31/18				
MMEN-1	Ped/Bike	Path Design	Support alternatives proposed by walkboston/sasaki/CRC - Expand path width in throat area	Noted, See Responses to Frequent Comments PB-2 and PB-3.
Milos Miljkovic 01/31/18				
MMIL-1	Ped/Bike	Design Preference	Accept WB or CEC and improve path. Pref boardwalk but also happy with on fill landscape	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Nicholas Graham 01/31/18				
NG-1	Ped/Bike	Design	Improve path width at its narrowest point	See Responses to Frequent Comments PB-2 and PB-3.
Nina Garfinkle 01/31/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
NG-1	Transit	Prioritize	Implement first as mitigation	See Responses to Frequent Comments WS-2 and TF-5. Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR. Construction phase mitigation will be described in the SDEIR.
NG-2	Transit	Bus Routes	New bridge serve n/s Allston and between Harvard and LMA	See Response to Frequent Comment TF-5.
NG-3	Opens Space & Rec	Parkland Impacts	Highway widening and relocation should not use CR Basin Park	All three Throat Area options require various degrees of taking of parkland within the Throat Area; however, new parkland will be created in each option as well. Section 4(f) requires FHWA to evaluate use of parkland in their undertakings and a Section 4(f) evaluation will be included in the NEPA DEIS. Please see Section 2.3.4 for more in-depth discussion of this topic.
NG-4	Ped/Bike	Design	Path at 8 foot width is inadequate, no landscaping, trees or resting place	See Responses to Frequent Comments PB-2 and PB-3.
NG-5	Open Space & Rec	Parkland Impacts/ Mitigation	Provide adequate parkland to mitigation parkland taking –provide more generous & usable parkland	The creation of additional parkland is proposed as part of the proposed Project. Please see Section 2.3.4 for further discussion.
NG-6	Ped/Bike	Design	Include two paths, one for bike separate for peds	See Response to Frequent Comment PB-2.
NG-7	Wetlands/WWs	Existing Conditions	Need to understand the river's currents, flow rate, volume entering retention basins & methods for making rivers edge more attractive	Riverbank improvements are proposed under all Throat Area options. Design of improved shoreline will take into account river characteristics.
NG-8	Wetlands/WWs	Access	No docks or locations to come ashore.	At this time no docks or similar locations of access to the river are proposed within the Project Area. Direct access to the River is provided directly across the river at Magazine beach in Cambridge.
NG-9	Ped/Bike	Connections	No connections between local streets and river path	See Response to Frequent Comment PB-3.
NG-10	Wetlands/WWs	Design (Impacts)	Fill river to make wider park (35-40 ft) and provide separation of ped/bike from traffic	See Response to Frequent Comment PB-2.
Patrick Mayne 01/31/18				
PM -1	Wetlands/WWs	Design (Impacts)	Set aside room to expand riverbank thru fill or boardwalk to support path	See Response to Frequent Comment PB-2.
Peter Furth 01/31/18				
PFRT-1	Ped/Bike	Design	Separate path from traffic in throat area	See Responses to Frequent Comments PB-2 and PB-3.
PFRT-2	Ped/Bike	Design	Separate paths for bike and peds	See Response to Frequent Comment PB-2.
PFRT-3	Ped/Bike	Location	Encroach into River- build boardwalk or expand water's edge.	See Response to Frequent Comment PB-2.
Xander Miller 01/31/18				
XM-1	Ped/Bike	Design Preference	Support WB effort to improve Throat	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Alan Wright 02/01/18				
AW-1	Ped/Bike/Streets	Design	Widen path and reduce number of vehicle lanes	See Responses to Frequent Comments PB-3 and TF-4.
Alfred Fantini – AFAN supports H. Davis See Response to HD 1-8 and associated bullets 02/01/18				
Andrew Farnitano- AFR same as Debra Iles – See Response to DI 1-16 02/01/18				
Brookline Green Caucus –BGC 02/01/18				
Claire Stampher				
Clint Richmond				
Andrew Fischer				
Linda Olson Pehlke				
Alan Christ				
Anita Johnson				
Davis Lescohier				
Ilan Wapinski				
Kim Smith				
Carol Caro				

ID	Issue 1	Issue 2	Comment Excerpt	Response
Lee Cook Childs				
Jane Gilman				
Isaac Silberberg				
Robert M. Miller				
Bob Schram				
Donald G. Leka				
Werner Lohe				
Mary Dewart				
Meggan Levene				
Chris Chanyasulkit				
Jennifer Englund				
Paula K. Friedman				
John Shreffler				
Michael A. Burstein				
Francis G. Caro				
Neil Gordon				
Elijah Ercolino				
Hadassah Margolis				
Marty Farlow				
Brian Hochleutner				
David Klafter				
Don Weitzman				
Kate Becker				
Randolph Meiklejohn				
John Bassett				
Marjorie Siegel				
Robert Lepson				
Shira Fischer				
Ginnie Smith				
Ed Loechler				
Ruthann Sneider				
Abby Coffin				
Sara T. Axelrod				
Maura Toomey				
Kathleen Scanlon				
Will Slotnick				
Elizabeth Goldstein				
Stephanie Bruce				
Scott Englander				
David Lowe				
BGC-1	West Station	Timing	Phase 1	See Response to Frequent Comment WS-2.
BGC-2	Transit	Multi Modal	Should serve as multi modal hub	See Response to Frequent Comment TF-6.
BGC-3	Transit	Timing	Ped/bike and public transportation improvements in first phase	Since the DEIR, MassDOT had determined the Project will be constructed in a single phase. Timing of ped/bike and public transportation improvements will be dependent upon the staged construction.
Christian C Cole 1 and 2 = same letter, he updated to fix grammatical errors 02/01/18 & 02/07/18				
CCC-1	Open Space & Rec.	Design	Supports WalkBoston/CRC proposal Improve public sphere along River	Improved river front parklands will be provided. See Sections 2.3.4 and 2.3.7 of the NPC for further discussion of open space and pedestrian and bicycle considerations, respectively.
CCC-2	Rail	GJR Coordination	Explore more efficient opportunities for crossing River at BU Bridge	See Response to Frequent Comment RA-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Cayla Saret 02/01/18				
CSAR-1	Ped/Bike	Design	Supports WalkBoston/CRC proposal - Make narrower stretch of paths wider and safer	See Responses to Frequent Comments PB-2 and PB-3.
Cynthia Biron 02/01/18				
CB-1	Streets	Safety impacts	Impacts to public health and safety on North Brookline from use of Malvern Street	See Response to Frequent Comment TF-3.
CB-1.5	Traffic	Study Area	MADOT has not assessed the impacts to N Brookline on public health, safety and quality of life	See Response to Frequent Comment TF-3.
CB-2	Streets	Traffic Access	Malvern should be accessible to bikes and peds only	See Response to Frequent Comment TF-5.
CB-3	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Cambridge City Council Donna Lopez, comments and forwards HD's letter 02/01/18				
CACC-1	Transit	Timing	Transit and multi-modal planning to be implemented early -rather than 2040	See Responses to Frequent Comments WS-2 and TF-6. Two separate transit studies for the Project Area have been undertaken. A Short-Term Transit Study that was prepared by CTPS, and a Long-Term Transit Study being prepared by MAPC. These studies are independent of the environmental documentation for the Allston Interchange Project, although the recommendations of the CTPS Short-Term Study have been incorporated into the CTPS modeling for the SDEIR.
Cacc-1.5	GJR	Ped/Bike	reconstruct GJR bridge over SFR for future access, remove an obstacle in the PDWP	See Response to Frequent Comment RA-2.
CACC-2	Streets	Design	Cambridge access to/from SFR- to be preserved (RH turn onto River Street)	See Response to Frequent Comment TF-2.
CACC-3	Traffic	Travel times	Cambridge St access from Pike to be studied further (travel times)	An analysis of travel times through the interchange area will be provided in the SDEIR.
CACC-4	Noise	Mitigation	Noise- develop effective noise mitigation barriers	See Responses to Frequent Comments NO-1 and MI-1.
CACC-5	Noise	Reduce impacts	Options for throat- narrow space- develop alternative that reduces current noise levels & is attractive	See Response to Frequent Comment NO-1.
CACC-6	Highway	Design width	Reconstruct lane width of Pike as narrow as possible	See Response to Frequent Comment PW-1.
CACC-7	Open Space & Rec, Bike/Ped	Enhance design	Provide enhanced design riverfront park and ped/bike paths	Will be provided. See Response to Frequent Comment OS-1.
CACC-8	Construction	Mitigation	Develop detailed construction mitigation and compensation action plans	See Response to Frequent Comment MI-1.
Carl Zimba – email to Harry Mattison 02/01/18				
CZ-1	Open Space	Design	Both an Allston-side over-water walkway and a Cambridge-side swimming facility is likely to cause considerable difficulties for the rowers and power boaters (narrower River). Supports efforts to increase path safety and parkland rec. value, but avoid pitting one user group against another.	Noted.
Donald C Weitzman, Town Meeting Member 02/01/18				
DCW-1	Traffic	Study Area	Public safety demands that an analysis of the effects of increased traffic on response times be included in the decision making process.	See Response to Frequent Comment TF-3.
DCW-2	Streets	Traffic Impacts	Impacts on North Brookline neighborhood, specifically do not open Malvern Street bridge to general vehicular traffic	See Response to Frequent Comment TF-3.
Erin McNeill – supports UTC - editorial only no response 02/01/18 **Jane Gilman / Town Meeting Members of Brookline's Green Caucus 02/01/18**				
JGIL-1	West Station	Timing	West Station in the first phase	See Response to Frequent Comment WS-2.
JGIL-2	Transit	Design	West station serve as multi-modal hub	See Response to Frequent Comment WS-4 and Section 2.2.2.3 of the NPC.
JGIL-3	Transit	Ped/Bike	Incorporate ped/bike and public transportation improvements with safer crosswalks	See Response to Frequent Comment PB-3.
Judy Mason 02/01/18				
JEM-1	Streets	Traffic Impacts	Allow buses only on Malvern	See Responses to Frequent Comments TF-3 and TF-5.
JEM-2	Opens Space & Rec	Design	Provide as much open space as possible to allow for ped and bike pathways	Additional riverfront open space will be provided. See Response to Frequent Comments OS-1 and PB-2 as well as Section 2.3.4 of the NPC.
Kara Anderson 02/01/18				
KA-1	Ped/Bike	Design	Supports WalkBoston/CRC proposal - Buffer and wider path	See Responses to Frequent Comments PB-2 and PB-3.
Karen Cord Taylor 02/01/18				
KCT-1	Ped/Bike	Design	Supports WalkBoston proposal Widen path for peds and bikes	See Response to Frequent Comment PB-3.
Kate Enroth 02/01/18				
KE-1	Ped/Bike	Improve	Supports WalkBoston/CRC proposal -Improve riverside and walkway along Sorrow (sic) Drive	See Response to Frequent Comment PB-3.
Larry Lebowitz 02/01/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
LLE-1	Ped/Bike	Design Preference	Improve walking/biking path in throat per Sasaki	See Responses to Frequent Comments: PB-2 and 3 TR-1 MI-1
Mike Dornbrook 02/01/18				
MD-1	Ped/Bike	Improve	Improve walking/biking paths along Charles	See Responses to Frequent Comments PB-2 and PB-3.
Matthew Pearlson 02/01/18				
MP-1	Transit	Improve	Supports WalkBoston/CRC/Sasaki proposal Multimodal upgrades for ped and bicyclists; create a better path	See Response to Frequent Comment PB-3.
Melissa Mattison – MMATT same as Debra Iles- See Response to DI 1-16 02/01/18				
Newton City Council –NCC 02/01/18				
Andreae Downs				
Susan Albright				
Allan Ciccone Jr. **Maria Scibelli Greenberg** **Alison Leary**				
Jacob Auchincloss				
Emily Norton				
Barbara Brousal-Glaser **James Cote**				
Andrea Kelley **Leonard Gentile**				
Joshua Krintzman				
Christopher Markiewicz				
Deborah Crossley				
John Rice **Victoria Danberg**				
Brenda Noel				
Gregory Schwartz				
Marc Laredo				
Rebecca Walker-Grossman				
David Kalis				
Cheryl Lappin **Richard Lipof**				
NCC-1	Rail	Construction Impacts	DEIR assumes single track bottleneck acceptable- doesn't analyze differences between proposals. Address especially considering highway will have reduced capacity	See Responses to Frequent Comments WS-6 and MI-1. Additional details will be provided in the SDEIR.
NCC-2	Highway	Construction impacts	ABC Option will pose minimal disruption to Mainline service –3K HV will be major construction impact. must be addressed as major construction impact—on par with, if not ahead of the GJR	See Section 2.3.21 of the NPC and Responses to Frequent Comments HA-1, WS-6, RA-2.
NCC-3	Traffic	Modeling	Model assumes most car traffic in 2040, model should assure 7M sf new construction is not served only by highway, should take into account new connections to minimize congestion on Pike.	The CTPS traffic model has been updated for the SDEIR analysis to include the latest roadway network assumptions, latest regional land use and employment assumptions, and the latest transit assumptions. The revised modeling results will be described in the SDEIR.
NCC-4	Cost	Life cycle	DEIR does not take in to account any life cycle costs for the viaduct.	Conceptual construction staging, cost estimates and life cycle costs for each Throat Area option will be included in the SDEIR.
NCC-5	Transit	Bus Route	Create new route over highway to connect Harvard Sq, N. Allston, W. Station, BU, Comm Ave, and LMA	See Response to Frequent Comment TF-5.
NCC-6	Open Space & Rec. Ped/Bike	Design	Create additional parkland and improve ped/bike access to and thru it.	Additional parkland is created, access to the river is improved and separated bicycle and pedestrian paths are provided under the 3L Re-alignment Alternative. See the Project's updated Purpose and Need, Section 2.1 of the NPC, as well as Sections 2.3.4 and 2.3.7 for additional discussion of open space and recreation as well as pedestrian and bicycle facilities, respectively, of current Throat Area options.

ID	Issue 1	Issue 2	Comment Excerpt	Response
NCC-7	Highway	Design Preference	Support at-grade as least expensive to construct	See Response to Frequent Comment HA-1. A detailed discussion of cost will be described in the SDEIR.
NCC-8	Cost	Life cycle	Provide full life cycle cost estimate for each TAV.	See Response to Frequent Comment PC-1.
Patrick O'Reilly 02/01/18				
POR-1	Highway	Design Preference	Prefers At-grade	See Response to Frequent Comment HA-1.
POR-1.5	Open Space	Design	Take narrow sliver portions of BU property to mitigate for filling-in CR bank. In addition, further fill along the bank for a more pleasant Ped/Bike path along the river w/adequate landscaped buffer	A portion of BU property is being used to minimize impacts to the CR under the Modified At-Grade option.
POR-2	West Station	Timing	Early	See Response to Frequent Comment WS-2.
POR-3	Rail	GJR Inclusion	Two track flyover of GJ connector for existing rail needs	See Responses to Frequent Comments RA-2 and WS-3.
Pauline Lim 02/01/18				
PL-1	Ped/Bike	Design	Supports WalkBoston/CRC/Sasaki proposal - path near BU bridge needs to be widened / improved	See Response to Frequent Comment PB-3.
Patricia R. Pratt 02/01/18				
PRP-1	Open Space & Rec, Ped/Bike/Highway	Design	Sorrow (sic) and I-90 should include parkland, bike/ped and passageways, preferably at-grade	See Response to Frequent Comment HA-1 and Section 2.3.4 of the NPC. Further details on parkland will be included in the SDEIR.
PRP-2	Transit	Rail/Bus Routes	Link Brookline, Boston, Brighton, Cambridge	See Response to Frequent Comment TF-5.
Peg and Steve Senturia 02/01/18				
PS/SS-1	Streets	Traffic Impacts	Opening Malvern Street to cars will overwhelm North Brookline neighborhood	See Response to Frequent Comment TF-3.
Rebecca Simonson 02/01/18				
RS-1	Ped/Bike	Design Preference	Supports WB UTC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Rosemary Kean 02/01/18				
RK-1	Open Space & Rec	Design	Provide more green space and space for walkers and bikes, supports boardwalk	See Responses to Frequent Comments OS-1 and PB-2. Under the 3L Re-alignment Alternative, additional parkland is created, access to the river is improved and separated bicycle and pedestrian paths are provided.
Stephen Kaiser 2 (70 Total Ideas within comment letter, discussion of every color line in Boston) 02/01/18				
SK2-0	Transit	Master Plan	if ever we need a good master plan for transit and one aimed particularly at Allston, now is the time.	Comment noted. The Project is being designed in consideration of relevant regional, city and state master planning and guidance documents.
SK2-1	Rail	Multi modal Transit & Non Transit	West Station can become a transit hub: Trains on Worcester line stop at Station and increase frequency on line; use GJ row to provide service from Cambridge; bus service between hoods and Comm Ave & LMA; non-transit: private vehicle drop offs non-Harvard shuttle buses, etc. (Pg 4-5).	CTPS modeling for the DEIR did include assumptions for new transit services in the Project Area including 3 new bus service routes between West Station and the LMA, Harvard Square and Kendall Square (Section 5.9.3 of the DEIR). All of the updated transit and West Station-related assumptions ridership results of revised CTPS modeling will be described documented in the SDEIR and subsequent environmental filings. The Project will include West Station as a multi-modal facility (commuter rail and bus services) and a new north-south bus connection from the I-90 interchange/West Station to Commonwealth Avenue via Malvern Street. See Responses to Frequent Comments WS-2 and TF-5. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC. See Responses to Frequent Comments WS-1, WS-4, RA-2.
SK2-2	Transit	Ridership projection	Revise estimate based on inclusion of multi-modal transit/non-transit options under SK2-1. New estimate should consider 7 sources of transit ridership (see pages 6&7).	See Response to Frequent Comment WS-1.
SK2-2.5	Noise/ pollution	Reduce impacts	The new rail area must absolutely not be a source of noise and pollution that disturbs the abutters	See Responses to Frequent Comments NO-1 and WS-5. Beacon Park Yard is an existing rail area that includes previously in service layover as well as active operations currently and is not a new rail area.
SK2-3	Rail	GJR Use of corridor	DEIR option to stop rail service at Binney is unable to provide service to N. Station & Kendall Sq. provide light rail or busway service along GJ corridor (see idea #4)	See Response to Frequent Comment RA-2.

ID	Issue 1	Issue 2	Comment Excerpt	Response
SK2-4	Transit	Bus Service	DEIR does not contemplate expanded T bus service (see idea #8)	CTPS modeling for the DEIR did include assumptions for new transit services in the Project Area, including 3 new bus service routes between West Station and the LMA, Harvard Square and Kendall Square (see Section 5.9.3 of the DEIR), with the provider of these new bus services not specified. These same new bus routes are also assumed in the SDEIR modeling.
SK2-5	Traffic	Flow	DEIR does not discuss bottlenecks and congested flow on Turnpike (see idea #9)	The DEIR did not ignore the fact that some segments of the I-90 corridor operate at low speeds during some peak periods (see DEIR Appendix C – Traffic Operations Study, page 8). However, this phenomenon is not an all-day circumstance nor is it a daily occurrence. The low speeds/congestion on I-90 in the Exit 17/Newton Corner area referenced in the comment letter are primarily due to two factors: 1. Inadequate capacity (STOP sign control at the top of the ramp) and insufficient queue storage length on the Exit 17 eastbound off-ramp, the result of which causes traffic to back-up onto the I-90 main line. This situation impacts I-90 mainline operations and speeds in both the AM and PM peaks as the off-ramp queues reduce the highway's capacity from 3 to 2 lanes in the eastbound direction (a 33% reduction in capacity) because queued vehicles occupy the right-hand lane of the highway. 2. The friction caused in the PM peak by the high traffic volumes on the Exit 17 westbound on-ramp attempting to merge onto the highway in the right-hand lane (I-90 is 3 lanes at the merge point). The proposed 3L-Re-alignment Alternative will avoid both of these problems at the Allston interchange by: ● Providing adequate capacity (traffic signal control) and queue storage on the eastbound and westbound off-ramps. ● Providing separate lanes for the eastbound and westbound on-ramp traffic to use when entering the highway to avoid the need for on-ramp drivers to merge into the traffic stream (i.e., carrying 3 lanes through the interchange and then adding a lane to increase the highway cross-section from 3 to 4 lanes at the on-ramp junctions). Finally, studying lane reductions on the I-90 corridor east and west of the Allston interchange is beyond the scope of this Project. That said, the notion that the number of travel lanes on the turnpike could be reduced from eight to six between Newton Corner and Allston without negatively affecting traffic flow is not accurate. At a minimum, the PM peak hour slow-downs in the westbound direction that are caused by the on-ramp friction at Exit 17 would be 25% longer and could start to impact operations at the Allston interchange on a more regular basis should the number of lanes on I-90 westbound be reduced from 4 to 3.
SK2-5.5	Traffic	Study	To date the BU Bridge has not been included in study scope of the overall Pike proj – it should be.	The BU Bridge and the intersections at the north and south ends of the bridge are outside of the scope of the Project and the Project's traffic study area. Traffic volumes, patterns and conditions at the rotary in Cambridge and the intersection with Commonwealth Avenue in Boston will not change significantly based upon which interchange ramp alternative or Throat Area option is identified as the preferred. If there are existing traffic problems at these locations, the cities of Cambridge and Boston should work with the DCR to develop appropriate solutions.
SK2-6	Traffic	Signals Ped timing	Appendix C walk phase at Harvard Ave 2015/2040 no build and 2040 build is reduced from 25 to 6 secs, MUTCD minimum of 7 secs is violated here and several other locations (idea #11)	The Opening Year and Design Year traffic analyses will be updated for the SDEIR, and pedestrian walk times assumed at signalized locations will be consistent with the latest BTD, MassDOT or DCR requirements.

ID	Issue 1	Issue 2	Comment Excerpt	Response
SK2-6.5	Buses	Local Design	DEIR lacks any evidence of designated bus lanes. Pathways for bikes are shown, but no bus lanes. (see idea #24)	BRT lanes have not been assumed in the traffic analysis in an effort to minimize the roadway cross-sections. Adding or designating dedicated BRT lanes on streets controlled by the City or Harvard University (i.e., north of Cambridge Street South) can be done so post-construction at the City's prerogative and/or in collaboration with Harvard. At the I-90 ramps, dedicated bus lanes are not proposed on the north-south roadways in an effort to minimize the cross-section/pedestrian crossing distances. However, bus priority signalization can be provided at the ramp signals in conjunction with West Station. In the future, when Harvard begins its air rights development, the bridges could be "widened" to provide dedicated bus lanes.
SK2-7	Transit	Bus Parkway use	Consider use of smaller narrower electric battery bus routes to run on parkways, reduce auto traffic, traffic calming effect with a bus lane (idea #28 expanded)	Permitting the use of electric buses on the Charles River parkways (Memorial Drive, Storrow Drive, SFR, etc.) is beyond the scope of this Project and is an issue that should be addressed directly with the DCR who has jurisdiction over those parkways.
SK2-8	Transit	Access	Identify critical choke points that restrict transit movements (see idea #36).	The CTPS transit modeling includes the entire MBTA system and does consider system constraints, whether it is service line capacity limitations or parking availability limitations at commuter rail stations or subway stations.
SK2-9	Ped/Bike	Analysis	limited status of bikes and pedestrians in the DEIR – flush out more	Pedestrian/bicycle accommodations have been developed further since the DEIR and are described in the NPC and will be described in more detail in the SDEIR. See Responses to Frequent Comments OS-1, PB-1, PB-2 and PB-3.
SK2-10	Traffic lights	Timing	Make traffic lights more responsive to transit vehicles. Change the light timing so that there would be additional Green time for buses and trolleys, or a reduction in waiting time under Red.	Incorporating bus priority signalization at the signals in proximity to West Station is a measure that will be explored in more detail as the Project's design is advanced.
Sean Richmond 02/01/18				
SRICH-1	Ped/Bike	Design	Make paths accessible and safer for pedestrians	See Response to Frequent Comment PB-3.
Steve Kropper, director of the Charles River Conservancy 02/01/18				
SRK-1	Air Quality	Standards	Project will not meet GWSA	The mesoscale GHG analysis will be updated in the SDEIR based on the updated traffic modeling for the three Throat Area options and Modified Flipped West Station. Further air quality mitigations measures will be evaluated based on input from MassDOT to reduce GHG emissions to work towards MassDOTs' GHG emissions reductions goals in the Global Warming Solutions Act (GWSA).
SRK-2	Rail	Service	Better mid-day service	See Response to Frequent Comment RA-3. Any service or operational changes are outside the scope of this Project and would be done in coordination with existing MBTA policies.
SRK-3	West Station	Timing	West station early (repeat)	See Response to Frequent Comment WS-2.
SRK-4	Rail	GJR Service	Passenger services on GJ	See Response to Frequent Comment RA-2.
SRK-5	West Station	Design/Timing	West station two track first phase	See Responses to Frequent Comments WS-2, WS-4 and WS-6 and Section 2.2.2.3 of the NPC.
SRK-6	Highway	Design	At grade preferred	Noted. See Response to Frequent Comment HA-1.
SRK-7	Streets	Design	Reduce lanes in urban grid for walking and biking.	See Response to Frequent Comment TF-4.
SRK-8	Ped/bike	Design	Separate paths for biking and walking between the River Street and BU bridges	See Response to Frequent Comment PB-2.
SRK-9	Ped/bike	Location	Footbridges at Agganis, Armory linking parklands	See Response to Frequent Comment PB-1.
SRK-10	Transit	Bus Routes	New n/s bus routes between N. Allston, Comm Ave & Harvard Sq	See Response to Frequent Comment TF-5.
SKR-11	Rail	Location	Move rail lines away from homes. A barrier is insufficient mitigation.	See Responses to Frequent Comments WS-3, NO-1, and MI-1.
SKR-12	Rail	GJR Links	Upgrade GJ link to W. Station, Kend Sq and No. Station	See Response to Frequent Comment RA-2.
Andy Zucker 02/02/18				
AZ-1	Ped/Bike	Design	Paths should be widened and landscaping improved	Path width and plantings will be considered. See Responses to Frequent Comments OS-1, PB-1, PB-2 and PB-3.

ID	Issue 1	Issue 2	Comment Excerpt	Response
AZ-2	Public Involvement	Opportunities	Public needs to be given opportunities to comment as plans are developed	Beginning in 2014, the public has had multiple opportunities to comment on the Project as it has advanced through the state and federal environmental permitting processes. Since the inception of the Project in 2014, there have been approximately 20 public information meetings, a wide array of targeted briefings in Allston, Brookline, and Cambridge, and regular presentations to MassDOT's board of directors at which public questions and comments have been taken. The public has had official opportunities to comment through comment periods associated with the ENF, DEIR, and NEPA Scoping Report. An unofficial, voluntary comment period was undertaken by MassDOT in the fall of 2020 following the publication of the NEPA Scoping Summary Report in August of that year. 2019 and 2020 have been in a large part defined by bringing in the voices of residents and elected leaders of MetroWest and Central Massachusetts who were largely absent from public discussions previously. As the Project moves forward with subsequent filings such as the state Supplemental Draft Environmental Impact Report (SDEIR) and Final Environmental Impact Report (FEIR) as well as the federal Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) these opportunities will continue for all parties, both those living closely adjacent to the Project and those who pass through it each day.
David Karger 02/02/18				
DKAR-1	Ped/Bike	Design	Consider interests of bikers and walkers	See Response to Frequent Comment PB-3.
Kate Poverman, Town Meeting Member Precinct 8 02/02/18				
KPOV-1	Streets	Traffic Impacts	Objects to use of n/s vehicular traffic over widened Malvern St and bridge	See Response to Frequent Comment TF-3.
KPOV-2	Public Involvement & Project Limits	Lacks Info	There's no rep from Brookline for the project; also maps don't extend to show land on Brookline side of Comm Ave.	Brookline is represented on the Project Force by Guus Driesen who is familiar with issues of transportation and planning having worked in the field and served on Brookline's Transportation Board within the life of the Project. While it is true that most maps of the Project Area end shortly south of Commonwealth Avenue to center on the interchange itself, its connections to local streets, West Station, and the Throat Area, and that due to the map's aspect ratio, a small portion of Cambridge is shown, substantial mapping has been done of Brookline in terms of traffic modeling (see Figures 19, 20 and 21 of the Traffic Operations Study – Appendix C of the DEIR). As the Brookline Transportation Board has made clear to the Project team, a Malvern Street connector for transit, cyclists, and pedestrians *only* is a good thing for Brookline, maps produced by the Project team showing an anticipated 20,000 extra vehicles per day heading into streets like Babcock and Pleasant Streets, has given the Board equal clarity with regard to telling MassDOT that the Malvern Street connector should not, under any circumstances, be made available to general purpose traffic. Lastly, MassDOT has provided ample opportunity for Brookline residents to offer their comments, appearing before the Brookline Transportation Board and placing environmental documents on reserve with the Brookline Public Library; the Brookline TAB is used regularly to announce meetings or the submittal of environmental documents.
Linda Helfet/Bill Hilliker 02/02/18				
LH/BH	Ped/Bike	Design Preference	Favor Walk Boston proposal	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Louise Kitterage 02/02/18				
LK-1	Ped/Bike	Design Preference	Supports Walk Boston / CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Barbara Goldstein 02/03/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
BGO-0	Air Quality	Standards	Project will not meet GWSA - recreates car-centered trans., incompatible with emissions reduction	The mesoscale GHG analysis will be updated in the SDEIR based on the updated traffic modeling for the three Throat Area options and Modified Flipped West Station. Further air quality mitigations measures will be evaluated based on input from MassDOT to reduce GHG emissions to work towards MassDOTs' GHG emissions reductions goals in the Global Warming Solutions Act (GWSA).
BGO-0.5	Transit / Land Use	Plans / Consistency	DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study	See Response to Frequent Comment LU-1.
BGO-1	West Station	Design/Timing	West Station 2 track/early	See Responses to Frequent Comments WS-2 and WS-6.
BGO-2	Highway	Design	At grade	See Response to Frequent Comment HA-1.
BGO-3	Ped/Bike	Design	Separate paths bike/walk use boardwalk/ fill and create living shoreline	Paths are separated to the extent possible within the Project Area. The PDW path is on a boardwalk in the Modified At-Grade Throat Area option. All alternatives currently under consideration include shoreline improvements.
BGO-4	Ped/Bike	Connections	Construct new footbridges near Agganis/Amory crossing hwy & link comm ave to Charles	See Response to Frequent Comment PB-1.
Bill Reyelt, Brookline Green Caucus 02/03/18				
BREY-1	Ped/Bike	Design Preference	Supports Walk Boston	See Responses to Frequent Comments: PB-2 and 3 TR-1 MI-1
Cody Pajic 02/03/18				
CPA-1	Ped/Bike	Design	Widen existing path, make two separate paths for bikes/peds	Bicycle and pedestrian paths are separated. See Responses to Frequent Comments: PB-2 and 3.
CPA-2	Ped/Bike	Design Preference	Support Walk Boston / CRC / unchoke	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
David Leung DLE – same letter as D. Iles 1-16 02/03/18				
Jan Devereux, Vice Mayor of Cambridge 02/03/18				
JDEV-1	Comment letter	Supports	Voted to support H. Davis' letter	Noted.
JDEV-2	Ped/Bike	Design	Widen existing path, 8-foot road is unsafe	See Response to Frequent Comment PB-3.
JDEV-3	Ped/Bike	Design Preference	Support Walk Boston/ CRC / unchoke	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Lois Leven = same as D. Iles 1,2,6-16 (no 3, 4 & 5) 02/03/18				
Michele Sprengnether 02/03/18				
MSP-1	West Station	Timing	Construct station early	See Response to Frequent Comment WS-2.
MSP-2	Transit	Bus route	North Allston-Comm Ave bus route	See Response to Frequent Comment TF-5.
MSP-3	Highway	Design	At grade option	See Response to Frequent Comment HA-1.
MSP-4	Ped/bike	Design	Enhance riverside ped path within throat	See Response to Frequent Comments PB-2 and PB-3. Separated paths have been provided for most of the Throat Area in all three Throat options.
MSP-5	Air Quality	Reduce impacts	Reduce air pollution exposure	The DEIR air dispersion modeling analysis included emissions from all roadways, rail lines and layover area in the Project study area. It also included receptor locations along Storrow Drive and the Paul Dudley White Pathway. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS), which are established to protect public health and welfare. This will be further evaluated as part of the SDEIR. See Response to Frequent Comment AQ-2.
Richard Bock 02/03/18				
RB-1	Comment letter	Supports	Supports H. Davis' letter –he attached her letter. reference responses to her letter	Noted.
RB-2	Noise	Reduce	Reduce noise in throat area	See Response to Frequent Comment NO-1.
RB-3	Ped/bike	Design	Increase space for ped/bike with PDW path	See Responses to Frequent Comments PB-2 and PB-3.
RB-4	Highway	Design	The highways (Pike, SFR) should be as narrow as possible to increase the space for PDW path.	See Response to Frequent Comment PW-1.
Stephen Linder 02/03/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
SLIN-1	Ped/Bike	Design Preference	Supports CRC improvements	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
SLIN-2	Noise	Mitigation Design	Green sound wall or berm needed to block noise pollution from path (excited, not shown!)	See Responses to Frequent Comments NO-1, MI-1, WS-3, and RA-1.
SLIN-3	Air	Mitigation Design	Green sound wall or berm needed to block air pollution from path (excited, not shown!)	Design of any walls or berms will be included in subsequent environmental filings. See Response to Frequent Comment MI-1.
Stephen Ringlee 02/03/18				
STR-1	Ped/bike	Design	Expand River path – currently narrow and hazardous	See Response to Frequent Comment PB-3. Separated paths have been provided for most of the Project Area in all three Throat Area options under the 3L Re-alignment Alternative.
Steven Atlas 02/03/18				
SA-1	West Station	Design/Timing	West Station 2 track/early	See Responses to Frequent Comments WS-2 and WS-6.
SA-2	Highway	Design	At grade in the "throat" using ABC	See Response to Frequent Comment HA-1.
SA-3	Ped/Bike	Design	Separate paths bike/walk use boardwalk/ fill and create living shoreline	Paths are separated to the extent possible within the Project Area. The PDW path is on a boardwalk in the Modified At-Grade Throat Area option. All alternatives include shoreline improvements.
SA-4	Ped/Bike	Connections	Construct new footbridges near Agganis/Amory crossing hwy & link comm ave to Charles	See Response to Frequent Comment PB-1.
Virginia LaPlante 02/03/18				
VWL-1	West Station	Funding	Supports full funding of West Station [Supports Green Caucus -Brookline Town Meeting submission]	See Response to Frequent Comment WS-4.
Yolanda Rodriguez 02/03/18				
YR-1	Streets	Traffic Impacts	No buses, shuttles or cars over Malvern Street into residential streets	See Responses to Frequent Comments TF-3 and TF-5.
YR-2	Air Quality	Impacts	DEIR does not consider environmental impact of vehicular traffic emissions in Brookline	The DEIR air dispersion modeling analysis included all emissions from roadways, rail lines and layover area in the Project study area. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS), which are established to protect public health and welfare. Brookline is further away, therefore the air quality impacts would be less.
Alan Gordon AGO– same as D. Iles 1- 16 02/04/18				
Anne Trecker,Brookline Town Meeting Member Precinct 6 02/04/18				
AT-1	West Station	Timing	Build early – ped/bike/transport should be at the same time as highway improvement	See Response to Frequent Comment WS-2.
AT-2	Transit	Design	Station should serve as multi-modal hub	See Response to Frequent Comment WS-4.
Carolyn Goodwin 02/04/18				
CGO-1	Streets	Traffic Impacts	Opposed to Malvern St. Bridge for vehicular traffic	See Response to Frequent Comment TF-3.
CGO-2	Noise	Impacts	Traffic impact to neighborhood increase noise	See Responses to Frequent Comments TF-3 and NO-1.
CGO-3	Air Quality	Impacts	Traffic impact to neighborhood increase pollution	See Responses to Frequent Comments TF-3 and NO-1.
CGO-4	Traffic	Speed	Traffic impact to neighborhood increase levels of speed	See Response to Frequent Comment TF-3.
Cosmin Ioan COI same as D. Iles 1-16 02/04/18				
Lisa Evans and Time Smith -editorial only no response required 02/04/18				
Macky Buck 02/04/18				
MB-1	Ped/Bike	Design Preference	Supports Walk Boston and CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Marcia Ciro MARC same as D. Ilses 2-15 (one additional comment MARC -1) – last D.Iles comment 02/04/18				
MARC-1	Throat Area	Preference	Supports Walk Boston and CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Rhoda Goodwin 02/04/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
RHG-1	Streets	Traffic Impacts	Opposed to Malvern/Babcock Street bridge for *any* vehicular traffic (including buses, ped/bike ok)	See Responses to Frequent Comments TF-3 and TF-5.
Ryan Christman = same as D.Iles 2, 6 -16 (no 1, 3, 4 & 5) 02/04/18				
Sam Balto 02/04/18				
SBALTO-1	Ped/Bike	Design Preference	Supports Walk Boston and CRC	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Seth Rubin 02/04/18				
SRUBIN-1	West station	Timing	Prioritize construction	See Response to Frequent Comment WS-2.
SRUBIN-2	Highway	Design Preference	Lower to ground level to save construction costs and more feasible to reconnect walk/bike paths	See Response to Frequent Comment HA-1.
SRUBIN-3	Ped/Bike	Design Preference	Support orgs like- People's Pike, Livable Streets, WB and CRC for their plans and efforts	See Responses to Frequent Comments: PB-2, 3 and 6 TR-1 MI-1
Steve Engler SENG 1 through 10 – same as D. Illes 1 through 7, 9, 10, 11 02/04/18				
Susan Turner 02/04/18				
ST-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
ST-2	Highway	Design Preference	Rebuild pike at ground level w/ new bridges linking Boston/Brookline to Camb & CR Parkland	See Response to Frequent Comment HA-1.
ST-3	Transit	Bus Routes	New N/S bus routes using new bridges using electric buses	See Response to Frequent Comment TF-5.
ST-4	Rail	GJR Upgrades	Upgrade GJR linking W. Station, Kendall Sq. and North Station, run on multiple unit passenger trains	See Response to Frequent Comment RA-2.
ST-5	Rail	Train Service	Introduce hourly off peak train service between Worcester & Boston obviating need to store trains near West Station	See Response to Frequent Comment RA-3.
Dagmar von Schwerin 02/01/18				
DVS-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
DVS-2	Streets	Design	Do not eliminate direct exit from SFR to Cambridge	See Response to Frequent Comment TF-2.
Darrah Bowden 02/01/18				
DBO-1	Ped/Bike	Design	Widen and improve narrow section of path along River west of BU Bridge	Separated bicycle and pedestrian paths are provided for most of the Project Area (BU Bridge to River Street). See Responses to Frequent Comments OS-1, PB-1, PB-2 and PB-3.
New England Venture Capital Association Jody Rose – 02/05/18				
JROSE-1	West Station	Timing	Should be part of initial design	See Response to Frequent Comment WS-2.
JROSE-2	Transit	Design	Station should be future ready bus, bike and ped connections	See Responses to Frequent Comments TR-1, WS-2, and WS-4 as well as Section 2.2.2.3 of the NPC.
Pam McLemore 2/5/18				
PMC-1	Transit	Rail/bus Connections	Regional rail and cross town bus connections essential	See Responses to Frequent Comments WS-2 and TF-5. Additionally, a separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
PMC-2	Ped/Bike	Design	Walking and biking access to river and across project area	See Response to Frequent Comment PB-3.
PMC-3	Ped/Bike	Design	Safe/separated paths along Charles River	Separated bicycle and pedestrian paths along the Charles River are provided for most of the Project Area (BU Bridge to River Street).
Judith Antonelli 02/04/18				
JAN-1	Streets	Traffic Impacts	Additional traffic on Malvern will overwhelm North Brookline neighborhood	See Response to Frequent Comment TF-3.
Linda Rosen 02/04/18				
LRO-1	Streets	Traffic Impacts	Do not increase traffic to Malvern Street and North Brookline	See Response to Frequent Comment TF-3.
Tamara Hurioglo 02/04/18				
TH-1	Streets	Traffic Impacts	Reduce, not increase traffic in North Brookline neighborhood	See Response to Frequent Comment TF-3.
Alisa Plazonja 02/05/18				
AP-1	Streets	Traffic Impacts	Do not funnel highway traffic through North Brookline neighborhood –increase air pollution	See Response to Frequent Comment TF-3.

ID	Issue 1	Issue 2	Comment Excerpt	Response
AP-2	Air Quality	Impacts	residents would be subjected to increased air pollution from vehicle exhaust.	The DEIR air dispersion modeling analysis included all emissions from roadways, rail lines and layover area in the Project study area. The results of the air dispersion modeling analyses demonstrated compliance with EPA National Ambient Air Quality Standards (NAAQS), which are established to protect public health and welfare. Brookline is further away, therefore the air quality impacts would be less.
Arthur Strang 2 02/05/18				
AS2-1	Cost	Taking/selling	What is cost of taking Harvard property and later selling riverside property?	This is outside the scope of this Project.
AS2-2	Funding	Basis	Not shown that there is no legal funding for much of the work with bonds supported by tolls	A financing plan for the Project is being developed.
AS2-3	Transit	Options	Not shown existential demands of future, created in part by climate change, are successful….by a replacement of rail, biking, walking and bus lanes to move more commuters over fixed streets, roads, parkways, and Pike.	Existing transit demand is described in Section 2.1.1 of the NPC. Trends in rail and transit will be further reviewed in the SDEIR. A preliminary analysis of climate change and resiliency is provided in Section 2.3.19 of the NPC and will be further described in the SDEIR.
AS2-4	Transit	Bus lanes	Where was substantial discussion and analysis of bus lanes on the Pike?	Analysis of bus lanes on the I-90 corridor is beyond the scope of this Project; however, it could be pursued as a separate study.
Carro Halpin CHAL = same as D. Iles 1-16 02/05/18				
MassBio Coughlin 02/08/18				
MassBIO -1	West Station	Timing	Don't delay building Station until 2040.	See Response to Frequent Comment WS-2.
MassBIO -2	Transit	Design	Build as Transportation hub	See Response to Frequent Comment WS-4.
Matthew Jennings MJ same as D. Iles 1-7, 9 and 10 02/05/18 **Cathy Kaplan 02/05/18**				
CKAP-1	Traffic	Increase	Oppose vehicular access and increase traffic via widened Malvern Street Bridge	See Response to Frequent Comment TF-3.
Ken Kaplan 02/05/18				
KKAP-1	Traffic	Increase	Oppose vehicular access and increase traffic via widened Malvern Street Bridge	See Response to Frequent Comment TF-3.
Ken Pierce 1 01/11/2018				
KP1-1	West Station	Timing	Construct early	See Response to Frequent Comment WS-2.
KP1-2	Transit	Bus Route	North Allston/comm ave bus route support	See Response to Frequent Comment TF-5.
KP1-3	Highway	Design	Supports at-grade	See Response to Frequent Comment HA-1.
Cambridge Pedestrian Committee 02/05/18				
CPED-1	Ped/Bike	Design	Separate paths wherever feasible	See Response to Frequent Comment PB-2.
CPED-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
Carol Greenwood – supports Henrietta Davis' letter – see HD 02/05/18				
CG-1	West Station	Timing	Transit at beginning of project; build early	See Response to Frequent Comment WS-2.
CG-2	Streets	Design	Retain right turn only exit to River Street from SFR, keeping one lane as exit ramp	See Response to Frequent Comment TF-2.
CG-3	Noise/Traffic	Mitigation	Provide comprehensive plan to mitigate noise and disruption & traffic to the Cambridge side of River.	See Responses to Frequent Comments NO-1 and MI-1.
CG-4	Highway	Design	Keep turnpike roadways consistent with existing width.	See Response to Frequent Comment PW-1.
Franziska Amacher 02/05/18				
FA-0	Open Space	Design	Prefer the resilient soft edge; or third option - float in the river: close water connection, costs less	Noted. See Section 2.2.2.2 of the NPC for a description of Throat Area options currently under consideration. The Modified At-Grade Throat Area option does include the PDW Path on a boardwalk over the Charles River. An analysis of costs for each alternative will be provided in the SDEIR.
FA-1	Ped/Bike	Design	Separate bike/ped paths	See Response to Frequent Comment PB-2.
John Shreffler , Town Meeting Member for Precinct Two 02/06/18				
JSH-1	Streets	Traffic Impacts	Concerned with additional traffic on Malvern Street, opposes expansion to allow buses and shuttles to West Station. Restrict access to MBTA vehicles only.	See Responses to Frequent Comments TF-3 and TF-5.
Ian Schneider 2 02/05/18				
IS2-1	Rail	GJ Design	Support Walk/bike & transit Grand Junction corridor. Project could impact viability of GJ Path project	See Response to Frequent Comment RA-2.
IS2-2	Rail	GJ Design	Consider rail possibilities in GJ corridor for links between W. Station, Kendall & Dwntwn Boston	See Response to Frequent Comment RA-2.
Jacob Seib JS – same as Debra Iles 1-16 02/05/18 **James C.S. Liu – JL- same as Debra Iles 1-16 02/05/18** **Melissa Meek MMEEK– same as Debra Iles – 1- 16 02/05/18**				

ID	Issue 1	Issue 2	Comment Excerpt	Response
Sam Ghilardi SGH– same as Debra Iles -1-16 02/05/18 Stephen H. Kaiser – letter #3 02/07/18				
SK3-1	Highway	Design	How many travel lanes are needed 6 or 8? (pg. 1)	See Section 2.3.8.5 of the NPC for a discussion of lane requirements on I-90.
SK3-2	Highway	Design standards	Credibility of AASHTO standards w/r/t widen viaduct in throat area (pg. 1)	Noted.
SK3-3	Traffic	Modeling	Do highway capacity manual and synchro program accurately estimate traffic circulation & congestion? (pg. 2)	The Highway Capacity Manual and the Synchro traffic modeling/simulation software provide reasonable representations of operations at individual traffic signals and within traffic signal systems (along corridors and in street grid systems). The Simtraffic simulation software provides the analyst with dynamic visual representations of how operations (queues) at adjacent intersections interact with each other (e.g., the River Street signals at SFR and Memorial Drive).
SK3-4	Ped	Inclusion	Are peds property accommodated at numerous intersections in study area? (pg.2)	Pedestrians will be appropriately accommodated within the street grid as the proposed roadways will be designed in accordance with MassDOT's and Boston's Complete Street Guidelines. Sidewalks will be provided along each street that are separated from any bicycle facility. Crosswalks and pedestrian signals will be provided at each signalized intersection. Additionally, traffic signal analysis performed in the DEIR and in the SDEIR include accommodations for pedestrians/pedestrian signal phases. The analysis assumptions for pedestrian phasing/timings are consistent with BTD and MassDOT requirements/ guidance, including Lead Pedestrian Intervals (LPIs), or exclusive pedestrian phases, where appropriate.
SK3-5	Traffic	Traffic flow	DEIR does not review bottlenecks (Pru Tunnel & Newton Ctr) nor assess traffic data that bottlenecks are already restricting flow to less than ½ capacity of potential 8-lane hwy. FEIR should assess alternative of 3 lanes each way. (pg.3)	See Response to comment SK2-5.
SK3-6	Streets	Design	Design does not achieve goal of increasing capacity above current levels. Does not admit 2 lanes of current 8 are not needed to provide for current traffic in Allston (pg.4)	One of the purposes of the Project is to improve operations at the Allston interchange ramps in order to address the deficiencies (long delays, long queues) associated with the existing ramp system (See Section 2.1 of the NPC – Purpose and Need). The 3L Re-alignment Alternative achieves this goal. The existing I-90 ramp termini at the signal with Cambridge Street/SFR/River Street functions at LOS F with long queues (often over 1,000 feet per lane in two lanes on the eastbound off-ramp). In the 2040 Build condition, even with the additional traffic associated with 8 million sf of new development, the proposed signals on the eastbound and westbound on/off-ramps all are projected to function at LOS D or better in the AM and PM peak periods – with most of functioning at LOS B or LOS C. Regarding the issue of 6 lanes vs. 8 lanes on I-90, see the responses to comments SK3-1 and SK2-5.
SK3-7	Highway	Future	DEIR lacks large context of a plan for Turnpike's future (pg.4)	A long-range evaluation of the I-90 corridor inside Route 128/I-95 is beyond the scope of this Project. Indeed, as acknowledged on page 4 of the comment letter: "The Draft EIR was never proposed as a document to solve all of the structural, geometric and bottleneck problems of the entire Turnpike Extension. It had a certain fixed set of goals applied to a limited area…"
SK3-8	Traffic	Data	FEIR should provide review of data (bottlenecks, volumes, speed) and update purpose of seeking greater highway capacity (pg.5)	See responses to comments SK3-7 and SK2-5.
SK3-9	Traffic	Trip generation	Will large traffic generator like Harvard properties place added press on Pike where congestion is increased? Will speeds be even further reduced? (pgs. 5&6)	Future Harvard University development at the ERC and BPY are accounted for in the CTPS modeling and traffic analyses presented in the DEIR. The SDEIR will provide an updated analysis of the I-90 main line and Allston ramps, including projected 2040 volumes and expected peak hour operations.
SK3-9.5	Design	Standards (Rationalization)	Federal Highway Officials have assured me there never was something called AASHTO standards : they have always been *guidelines*… The AASHTO standards argument should be abandoned	Noted.

ID	Issue 1	Issue 2	Comment Excerpt	Response
SK3-10	Existing Conditions	Project Purpose	Is viaduct functionally or structurally obsolete? Is entire Turnpike obsolete? (pg. 9)	The Turnpike is an interstate highway that conveys people, goods and services and is consider a critical piece of infrastructure. See updated Purpose and Need, Section 2.1 of the NPC.
SK3-11	Highway	Breakdown lanes Options	Safety benefits from roadway widening is unsupportable: Options 3 lanes with breakdown lane or painting 3 lanes with intermittent breakdown lanes (pg. 9)	See NPC Traffic Section 2.3.8.1.
SK3-12	Highway/Rail	Vertical alignment	Could I-90 & rail tracks be lowered 5 to 10 feet? (reduce noise and visual impacts) (pg. 10)	See Responses to Frequent Comments WS-3 and NO-1. Infrastructure elements have been designed to minimize impacts while still maintaining the existing elevations at each connection of the Project limits. Railroad alignment criteria constrain the ability to depress rail alignments between fixed connection points at or above grade.
SK3-13	Existing Conditions	Photos	FEIR should include photos of difficulties encountered by bikes/peds trying to make crossing of outbound exit ramp at River Street bridge [Supports closing of the outbound Exit ramp] (pg.10)	Project staff is familiar with difficulties encountered by bikes and pedestrian in this area. Multimodal access, including pedestrian and bicycle considerations, are included in the updated Purpose and Need of the Project (see Section 2.1 of the NPC).
SK3-14	Roadway	Movements	Is it possible to provide for left turn from Western Ave in Allston onto SFR outbound on-ramp (pg 11)	Allowing left turns from Western Avenue eastbound onto the SFR outbound on-ramp would require converting 1 of the 3 westbound lanes on the Western Avenue Bridge to eastbound operations. It would also require modifications to the Western Avenue/SFR signal phasing. These changes could have significant impacts on traffic operations at the intersection as well as the intersection of Western Avenue and Memorial Drive. This kind of significant change is beyond the scope of this Project; however, they could be pursued as a separate project with the DCR and the cities of Boston and Cambridge.
SK3-15	Existing Conditions	Intersections Photos	Photos or videos taken during peak periods to show queuing at SFR intersection w/ Pike and Cambridge St. synchro model does not reflect this. (pg. 11)	The Project design team made many trips to the field to observe operations at the intersections of Cambridge Street/SFR and River Street/Memorial Drive, including making queue observations. The existing conditions synchro/Simtraffic analysis presented in the DEIR was calibrated to match field conditions as closely as possible.
SK3-16	Traffic	Synchro Versions	Why were 2 different synchro versions (8&9) used? 8 for no-build & 2015 options, 9 for build (pg11)	Synchro 9 was released after the analyses for the Existing and No-Build conditions had been completed. The Synchro software provides analysis results based on the 2010 HCM methodologies in addition to methodologies developed by the software developer (i.e., Trafficware's Synchro results). LOS, delay and v/c results reported in the DEIR from the synchro software were based on the 2010 HCM methodologies. Because the 2010 HCM methodologies and results are the same with either version of synchro, it did not make economic sense to go back and re-analyze the Existing and No-Build scenarios. Synchro 10 will used for the intersections analyses performed for the SDEIR. The 2010 HCM results will also be reported in the SDEIR.
SK3-17	Ped/Bike	Timing	Western/SFR Pushbutton should be taken away, exclusive WALK should come on automatically. WALK display < 7 sec = violation of the stipulations of Manual of Uniform Traffic Control Devices.	Concerns regarding pedestrian signal operations at this intersection should be addressed to the DCR as that agency has jurisdiction of this signal.
Benjamin Berkowitz 02/06/18				
BBER-1	Streets	Traffic Impact	Impact on neighborhood of North Brookline	See Response to Frequent Comment TF-3.
BBER-2	Streets	Access	Opposed to vehicular access on Malvern Street	See Response to Frequent Comment TF-3.
BBER-3	Public Involvement	Task force Representation	shocked to have learned that there was no Brookline representation on the planning committee	See Response to Frequent Comment PP-1.
Betsy Johnson 02/06/18				
BJ-1	Ped/Bike	Design	Widening path next to roadway, extend into river or expand river bank	Separated bicycle and pedestrian paths are provided to the extent feasible within the Project Area. A section of the PDW path is on a boardwalk in the Modified At-Grade Throat Area option. See Responses to Frequent Comments OS-1, PB-1, PB-2 and PB-3.
BJ-2	West Station	Timing	Do not delay	See Response to Frequent Comment WS-2.
BJ-3	Transit	Bus Connections	Transit hub / Provide crosstown bus service	See Response to Frequent Comment TF-5.
Bart Lloyd – no response editorial only 02/06/18				
Conor Welch 02/06/18				
CWEL-1	Ped/Bike	Design Improvements	Path is narrow and inadequate from BU Bridge to Cambridge Street / Work with WB / UTC (Supports)	See Response to Frequent Comment PB-3. Path widths will be considered.
Chris Cassa 3 02/06/18				
CC3-1	Ped/Bike	Design	Full path connection between Allston / CR, fully linked with future GJ path crossing under BU Bridge	See Response to Frequent Comment PB-3.
CC3-2	West Station	Design	Include Platform	See Responses to Frequent Comments WS-2, WS-4, and MI-1.

ID	Issue 1	Issue 2	Comment Excerpt	Response
Farah Wong FW– same as Debra Iles 1-16 02/06/18 Joel Feingold 02/06/18				
JF-1	West Station	Timing	Early as part of immediate work on I-90	See Response to Frequent Comment WS-2.
Ed Olhava 02/06/18				
EO-1	West Station	Timing	Build sooner rather than later	See Response to Frequent Comment WS-2.
EO-2	Ped/Bike	Design	Improve CPDW path	See Response to Frequent Comment PB-3.
EO-3	Transit	Access	Integrate car, bike and ped access thru area	See Response to Frequent Comment TR-1.
EO-4	Highway	Design	Abandon the viaduct- same time and money and will allow for above enhancements	See Response to Frequent Comment HA-1.
Jason Margolis (JMAR)–supports Walk Boston only – no response required 02/06/18 David Salomon & Allison Crump 02/07/18				
DS/AC-1	Transit	Timing	Early stages of project	See Response to Frequent Comment WS-2.
DS/AC-2	Rail	GJ Links	Explore potential of interim solution, such as shuttle bus following GJ to N. Station	See Responses to Frequent Comments RA-2 and MI-1. Mitigation, including interim transit options, will be discussed further in the SDEIR.
DS/AC-3	Rail	Design Preference	Place rail on tracks on bridge (AMP) appears to mitigate noise & safety (during inclement weather)	AMP Variation is no longer under consideration. See NPC Project Update Section 2.2.2.2, 2.4.2 and 2.5.2.
David Senatillaka 02/07/18				
DS-1	West Station	Timing	Build ASAP	See Response to Frequent Comment WS-2.
DS-1.5	Transit	Design	N/S bus corridor at West Station is crucial for long-desired transit connections	North-south bus connections will be designed as part of the Project. See Response to Frequent Comment WS-4 and Section 2.2.2.3 of the NPC.
DS-2	Highway	Preference	Don't build viaduct- surface options	See Response to Frequent Comment HA-1.
DS-3	Ped/Bike	Design	DEIR doesn't fully explore alternative improvements for PDW path near BU Bridge	See Response to Frequent Comment PB-3. The DEIR at-grade variation has been updated and re-named the Modified At-Grade Throat Area option which includes the PDW path on a boardwalk with planted shoreline.
DS-4	Rail	Design	Opportunities to shift rail away from SFR onto river's edge or boardwalk	See Response to Frequent Comment WS-3. Rail layout has been designed to balance operational needs of the MBTA, while minimizing impacts where feasible.
DS-5	Ped/Bike	Design Preference	Supports Walk Boston & CRC unchoke	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
DS-6	Ped/Bike/Streets	Locations/ Design	Improve neighborhood connectivity for walk/bike transit between N/S Allston; street grid too wide, unsafe for ped/bike	See Responses to Frequent Comments TF-4 and TF-5.
DS-7	Ped/bike/Rail	Design	Allow for People's Pike ped/bike path between Franklin St and Charles by flipping rail lay-up yard	See Response to Frequent Comment PB-6.
DS-8	Ped/Bike	Timing	Build Franklin St. ped bridge in Phase 1	See Response to Frequent Comment PB-5.
DRAPER 02/07/18				
DRA-1	West Station	Include in project	Build station / build as a transportation hub	See Response to Frequent Comment WS-4 as well as Sections 2.1 and 2.2.2.3 of the NPC.
Drew Ardini 02/07/18				
DA-1	West Station	Include in project	Build station	See Response to Frequent Comment WS-4 as well as Sections 2.1 and 2.2.2.3 of the NPC.
DA-2	Highway	Design	Do not rebuild viaduct	See Response to Frequent Comment HA-1.
Ehren Foss EF= Same as D. Iles 1-16 02/07/18 Ellen Gallant 02/07/18				
EGAL-1	Ped/Bike	Design Preference	Support Walk Boston's proposal to include rail & bus that are not put off for future & include bike/ped paths	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Ellen Gilmore 02/07/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
EGIL-1	Open Space & Rec	Maximize	Choose widest plan providing most open space in Boston & Cambridge	See Response to Frequent Comment PB-3 and Section 2.3.4 of the Notice of Project Change. Although there are some differences, alternatives are similar in the amount of open space provided.
Facebook Boston 02/07/18				
FB-1	West Station	Include	Build station	See Response to Frequent Comment WS-4 as well as Sections 2.1 and 2.2.2.3 of the NPC.
Google Inc. 02/07/18				
GI-1	Transit	Include	Include public transit component in Project (West Station)	See Response to Frequent Comment TF-6.
Hannah Spicher 1 & 2, Boston Preservation Alliance02/07/18				
HS1-1	Ped/Bike	Design	Consider pedestrians	See Responses to Frequent Comments OS-1, PB-1, PB-2 and PB-3.
HS2-1	Ped/Bike	Design Preference	Supports CRC & Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
Irene Hartford 02/07/18				
IH-1	Traffic	Increase	Concerned with amount of traffic Putnam & Western Aves.	Traffic impacts along River Street, Western Avenue and Putnam Street in Cambridgeport will be related more to the future developments within the City of Cambridge or by Harvard in the BPY and ERC than the reconfiguration of the interchange ramps by MassDOT. Study of these roadways should be undertaken as part of the permitting processes for those development projects.
IH-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
J.G. McLaren 1 & 2 – both same date, 1 editorial only 02/07/18				
JGM-1	Highway	Design Preference	Supports at-grade variation	See Response to Frequent Comment HA-1.
Jacob Mirsky 02/07/18				
JMI-1	Streets	Design Preference	Endorses Livable Street's vision	Noted.
JMI-2	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
JMI-3	Highway	Design	Don't build viaduct- build surface option	See Response to Frequent Comment HA-1.
JMI-4	Ped/Bike	Design Preference	Better accommodations for bike/walk Charles -see Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
JMI-5	Streets	Design	Design safe-human scales streets in new neighborhood	See Response to Frequent Comment TF-4.
Jay Schuur 02/07/18				
JSC-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
JSC-2	Highway	Design Preference	Don't build viaduct- build surface option	See Response to Frequent Comment HA-1.
JSC-3	Ped/Bike	Design Preference	Better accommodations for bike/walk Charles -see Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
JSC-4	Streets	Design	Design safe-human scales streets in new neighborhood	See Response to Frequent Comment TF-4.
Jeffrey Orlin JO = same as D. Iles 1-16 02/07/18				
Jesse Boudart 02/07/18				
JEB-1	Highway	Design	Don't build viaduct	See Response to Frequent Comment HA-1.
JEB-2	Highway	Access type	If viaduct built, construct undercrossings to improve access	See Response to Frequent Comment OS-1.
JEB-3	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
JEB-4	Ped/Bike	Design Preference	Better accommodations for bike/walk Charles -see Walk Boston	See Responses to Frequent Comments: PB-2 & 3 TR-1 MI-1
John Hawes 02/07/18				
JHAW-1	Ped/bike	Design	Place pedestrian and/or bike pathways over river on BU side of Charles	See Responses to Frequent Comments OS-1, TR-1, and PB-3.
Colin M.J. Novick 02/07/18				

ID	Issue 1	Issue 2	Comment Excerpt	Response
CMJN-1	Highway	Design	Surface design; how will viaduct provide river access [build at-grade]	See Response to Frequent Comment HA-1.
CMJN-2	Open Space	Access	The proponent needs to clearly demonstrate how [river] access can and will be assured. As presently submitted the viaduct does not appear to meet these transportation needs.	See Response to Frequent Comment OS-1.
CMJN-3	West Station	Include	Build station	See Response to Frequent Comment WS-4 as well as Sections 2.1 and 2.2.2.3 of the NPC.
CMJN-3.5	Climate Change	Design/Resiliency	public transportation systems provide a better path for MA to hit their carbon and emission targets.	MassDOT concurs with this comment.
CMJN - 4	Ped/Bike	Design/Access	A project that walls off the CR simply is irresponsible/contrary to public good. MA needs better infrastructure for ped/bike	See Response to Frequent Comment OS-1.
CMJN-5	Streets	Design	Provide safe human scaled streets w/ access to River	See Response to Frequent Comment TF-4.
Colleen McGuire = CMAG same as D. Iles 1-16 02/07/18				
Cynthia Baron 02/07/18				
CBAR-1	Air Quality	Impacts Analysis	Expand env impacts to include effects on North Brookline	See Response to Frequent Comment TF-3.
CBAR-2	Traffic	Impacts Analysis	Expand env impacts to include effects on North Brookline	See Response to Frequent Comment TF-3.
David Meshoulam 02/07/18				
DM-1	Layout	Include trees	Provide/consider space for trees to mitigate against air and sound pollution, filter groundwater, etc	See Response to Frequent Comment OS-1. Space for trees and trees will be provided.
Friends of White Geese 02/06/18				
FWG-1	Streets	Ramp	Kill left turn only (ramp at River St. Bridge)	See Response to Frequent Comment TF-2.
FWG-2	West Station	Transit	Do not build station (stations too close together, low ridership projection	See Responses to Frequent Comments WS-1 and WS-4 as well as Section 2.1 of the NPC.
FWG-2.1	Transit	Design	No LMA <-> West Station commuter rail shuttles (pg 7)	Any service decisions would be made by MBTA in coordination with existing policies. See Section 2.2.2.3.
FWG-2.2	Rail	GJR Design	No Commuter Rail on the GJR (reasoning pg 9)	See Response to Frequent Comment RA-2.
FWG-2.3	Transit	Design	Build rapid transit instead (Green A Line spur) (pgs 10-15),	See Section 2.1 of the NPC. The Project need includes addressing the deteriorating I-90 Viaduct as well as providing rail improvements within the Project Area.
FWG-2.4	Open Space	Impacts	Riverbank will be severely impacted/eliminated by proposed plans (pg 15)	All proposed options include improvement to banks of the Charles River.
FWG-2.5	Rail	Design / Analysis	Rebuilding of the GJR Bridge will result in “massive destruction in Cambridge,” proposed impacts have not been studies	The only portion of the Grand Junction Bridge to be reconstructed under the Modified At-Grade and SFR Hybrid option is the portion located over SFR. No work is proposed in Cambridge.
FWG-3	Wildlife	Impacts	False statement: impact on wildlife will be minimal. Much of the nesting area of White Geese has already been impacted (Cambridge side), and the proposed cantilevered design will greatly impact the Allston/Boston side	All proposed options include improvement to banks of the Charles River that will benefit wildlife upon completion of the Project. See Sections 2.3.15 and 2.3.16 of the NPC for a preliminary discussion of fisheries and wildlife impacts as well as Section 2.3.12 for a discussion of shoreline treatment options under the Modified At-Grade Throat Area option. Potential impacts to wildlife will be further analyzed and described in the SDEIR.
Jamie Simpson JCS is same as D. Iles 1-16 02/06/18				
Kathleen Duffy KD 1 -12 same as D. Illes 1-7, 9-11, 15 and 16 02/06/18				
Kendall Square Association 02/06/18				
KSA-1	Rail	Demand	Modeling assumptions demand & ridership must be revised	See Response to Frequent Comment WS-1.
KSA-2	Transit	Regional connectivity	Project may significant impeded future regional connectivity and discourage investment in innovation economy	See Responses to Frequent Comments WS-2 and TF-5. A separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
Andrew Wardly 02/07/18				
ANW-1	Ped/Bike	Design Preference	Supports Walk Boston	See Responses to Frequent Comments PB-2, PB-3,TR-1 and MI-1
ANW-2	Ped/Bike	Design	Move bike/ped under the bridges crossing Charles- same as BU Bridge	Pedestrian/bicycle bridges over the Charles River are outside the scope of the Project.
Ann Asnes 02/07/18				
AA-1	Ped/Bike	Prioritize	Prioritize safe paths / bikeways / nature / access to beauty	See Responses to Frequent Comments PB-2 and PB-3.
Ann Williams 2/7/18				
ANNW-1	Transit	Provisions	No [existing] plans for cross-town transit via MBTA	See Response to Frequent Comment TF-5.

ID	Issue 1	Issue 2	Comment Excerpt	Response
ANNW-2	Transit	Provision	No plan to expand HU shuttle from southern side of Boston, but only from northern suburbs of Boston & Cambridge	A separate Long-Term Transit Study for the area is being prepared by MAPC, in collaboration with MassDOT, City of Boston and area stakeholders, which will make recommendations for improvements to the transit system in the area to accommodate future demands associated with the proposed Harvard developments at the BPY and ERC.
ANNW-3	Ped/Bike	Design	Ped-friendly, bike paths Separate from roadways	See Response to Frequent Comment PB-3. Separated pathways are provided.
Bill Nigreen 02/07/18				
BN-1	Highway	Design	Viaduct down to surface level	See Response to Frequent Comment HA-1.
BN-2	Ped/Bike	Design	Improve biking/ped along Charles esp. near choke point	See Response to Frequent Comment PB-3. Separated pathways are provided for most of the Throat Area.
BN-3	West Station	Timing	Build now	See Response to Frequent Comment WS-2.
BN-4	Streets	Design	Safe, human scaled streets in new neighborhood	See Response to Frequent Comment TF-4.
Blakely Sullivan 1 and 2 02/07/18				
BLS1-1	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
BLS1-2	Ped/Bike	Design	Improve transit options for cyclists and peds; Build Harvard's "People's Pike"	See Response to Frequent Comment PB-6.
BLS1-3	Street	Design	proposed street grid are too wide and could pose a safety challenge for walkers and bikers.	See Response to Frequent Comment TF-4.
BLS2-0	West Station	Timing	Build early	See Response to Frequent Comment WS-2.
BLS2-0.5	Air Quality	Impacts	reduce emissions from traffic congestion	See Response to Frequent Comment AQ-2.
BLS2-1	Transit	Bus Connections	West station prioritize cross town bus connections	See Response to Frequent Comment TF-5.
BLS2-2	Ped/Bike	Design	Prioritize connectivity bike/ped, street grid too wide and dangerous for ped/bikers	See Responses to Frequent Comments PB-2 and PB-3.
BLS2-3	Ped/Bike	Location	Build Harvard's "People's Pike" Create ped & bike friendly paths between Franklin St and Charles	See Response to Frequent Comment PB-6.
BLS2-4	Ped/Bike	Location	A footbridge on Franklin Street is also essential for Allston residents who will be biking and cycling.	See Response to Frequent Comment PB-5.
Brandon Cardwell BCAR same as D. Iles 1-16 02/07/18				
Cathy Brennan 02/07/18				
CBRE-1	Ped/Bike	Design Preference	Separate paths along River, uncook [sic] the throat!	See Response to Frequent Comment PB-2.
Charles Bent 02/07/18				
CBN-1	Ped/bike	Design Preference	Supports CRC and Walk Boston	See Responses to Frequent Comments: PB-2 and PB- 3 TR-1 MI-1
Charles Dietrick 02/07/18				
CHD-1	Streets	Design	Keep right turn from SFR to River St. Bridge/Cambridge	See Response to Frequent Comment TF-2.
CHD-2	Ped/Bike	Design	improve the existing pedestrian and bicycle path through that area	See Responses to Frequent Comments PB-2 and PB-3.
Chris Porter 02/07/18				
CPO-1	Highway	Design	Surface options, do not rebuild viaduct	See Response to Frequent Comment HA-1.
CPO-2	West Station/Transit	Connections	build new multi-modal train station	See Response to Frequent Comment WS-4.