



To:	Michael O'Dowd	DATE:	July 17, 2015
FROM:	Nick Gross Nathaniel Cabral-Curtis	HSR PROJECT NO.:	2013061.14
SUBJECT:	MassDOT Highway Division Allston I-90 Interchange Improvement Project Public Information Meeting Meeting Notes of June 17, 2015		

Overview

On June 17, 2015 members of the Allston I-90 Interchange Improvement Project team and MassDOT staff associated with the job held the first public information meeting kicking off the design phase for the project. The meeting was held at the Jackson Mann Commuter Center and attended by over 130 community members as well as elected officials including Senator William Brownsberger, State Representative Michael Moran, City Councilor Michelle Wu, Jim Henry from Senator DiDomenico's Office, Caroline Bowman from Representative Honan's Office, and Mark Handley from Councilor Ciommo's Office. The purpose of the meeting was to present to the community the progress achieved over the winter since the last public meeting held in November, 2014 as well as to solicit questions and comments regarding the ongoing process.

The meeting was kicked off by a panel of MassDOT representatives including Project Manager Michael O' Dowd, Highway Administrator Thomas Tinlin, Rail and Transit Administrator Astrid Glynn, and Executive Director of Transportation Planning David Mohler. The panel provided an overview of the project's 3 major components including transit, place making, and highway infrastructure. An overview of funding was provided by David Mohler who explained that the \$160 million dollars that is currently funded must be used for highway purposes due to the state bond declaring the toll revenue may only be spent on highway infrastructure. The meeting also addressed the project team's work over the winter of 2014 and spring of 2015 which primarily concentrated on advancing the design elements of West Station. At the meeting summarized herein, two conceptual designs were presented of West Station including a 2 level and a 3 level station. West Station sits within the Beacon Park Yards and it has been voiced by a number of agencies to keep all development within the Beacon Park Yards as low as possible. For this purpose the project team is evaluating both a 2 and 3 level station.



The tone of the meeting summarized herein was cautiously positive with a unanimous response in support for the reconvening of the task force. While many members of the audience applauded the work completed to date by the project team, concerns were voiced regarding the traffic projections and Central Transportation Planning Staff traffic model with the subtext being that too great a focus on vehicle movement will result in only minimal improvement for other modes of travel and residents of the area. Other areas of continued concern included the feeling, voiced by many, that the project still focuses too much on vehicles, that inadequate attention is being paid to elements such as expanding green space, place-making, and amenities to protect the community from the project's transportation elements, particularly a deck over the Beacon Park Yards layover facility. A handful of community members also voiced continued interest in a full vehicular, or at least transit connection running north-to-south between Cambridge Street and Commonwealth Avenue. The importance of a bicycle connection between those points which allows riders to pass through without dismounting was also underscored. It is worth noting that the concept presented at this meeting does include such a connection along with other connections which would require a dismount. A request to hold a targeted briefing for the residents in the City of Cambridge was also alluded to and encouraged by community members.

Detailed Meeting Minutes¹

C: Michael O'Dowd (MOD): Good evening everyone. My name is Michael O'Dowd and I am a senior project manager assigned to the Massachusetts Department of Transportation (DOT) Highway Division. Thank you for joining us this evening; we appreciate you coming out. I was directed by our chief engineer, Patricia Leavenworth to conduct tonight's public information meeting for the Allston I-90 Interchange Improvement Project. Tonight's meeting notice was advertised in the Boston Globe and Boston Herald on June 3 and June 10. It was also advertised in the Allston-Brighton TAB on June 5 and June 12. We also advertised in Spanish in El Planeta on June 5. The meeting notice was forwarded via social media to all of our previous task force members and public information meeting attendees on June 8 and June 15. I would like to remind all of you to sign-in and provide us with your contact information. This allows us to contact you regarding future public meetings through email or postal mailings. Demonstrating the importance of this project to MassDOT's Secretary Stephanie Pollack, I have the key members of

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.



her leadership team with me tonight. These include Astrid Glynn our administrator of the rail and transit division, Tom Tinlin our acting highway division administrator, and David Mohler our executive director for the MassDOT planning office. I am also joined by the design team including Chris Calnan with TetraTech and Mark Shamon with VHB. I want to inform all of you that Joe Sakelos from Arlington Transcriptions will be taking a verbatim transcript of tonight's meeting. Before we get started tonight Tom Tinlin is going to speak relative to the importance of this project.

C: Thomas Tinlin (TT): Good evening everybody. My name is Tom Tinlin, I am the acting highway administrator for MassDOT. Speaking for Secretary Pollack I wanted to kick things off by saying thank you. In our projects we use words such as “iconic” or “transformative” a bit too loosely I would argue. This project is really all of that. The reason this project will be iconic and transformative is because of the participation that we receive from this community. This is not just a highway project because if it was, we would be focusing solely on fixing the viaduct and straightening the mainline. It's not just a rail and transit project because if it was, we would just build West Station. This is not just a place-making project because if it was, we would only be working with our colleagues at the City of Boston to create a special place. This project is all of that. It is not a standalone, piecemeal approach. Two years about when this became an idea because of a crumbling roadway system folks at MassDOT and the Menino Administration knew that something bold could happen. A task force was formed and people became energized. In over two years with dialog through public meetings and task force meetings, people are paying attention to the detail. What you are going to be presented tonight is much different than what was presented two years ago. From a MassDOT highway perspective, we don't build transit stations. That's why Astrid's here. We also don't create places and neighborhoods, that's why David is here. I will tell you that we have had several conversations with the Walsh Administration about joining with the City of Boston to create something special on the street because of the amount of opportunity here. The good news is that this is an exciting time. The bad news is your work is not done. Your work is to continue to work with us and hold us accountable. Your work is to continue to push us to have a vision. On behalf of the secretary and my colleagues who are part of this presentation, I want to thank you. Please continue to participate. This will be a special place for anyone who chooses to use it. Whether that is rail, walking, cycling, or driving. However you choose to come through this area in the not so distant future you're going to have a much better experience than you have today. Thank you all for being here. We are in for the long haul and we hope you are too.

Project Overview



C: MOD: Thank you Tom. I'd like to introduce the team. Since last year we have received a lot of input from the public and the task force that we needed to have more involvement on the team side to look at some of the architectural visions for the pedestrian structures and the public space planning that MassDOT has committed to. Since then we have added Urban Ideas Lab as well as Crosby, Schlessinger, Smallridge (CSS) to our team. They will be working hand-in-hand with us to make this a better place. Well over a year ago, MassDOT and specifically myself emphasized the needs for this project. These included safety, the viaduct deficiencies, all electronic tolling (AET), the realignment of I-90, a safer Cambridge Street, bicycle and pedestrian connectivity, commuter rail service improvements, and an overall integration with the neighborhood. In essence, what we committed to you back then was a context sensitive, multimodal interchange. That has not changed; we are still advancing the project based on that. We worked collectively to select a preferred concept in alignment with the public's wishes: an urban interchange. In November of 2014, the Environmental Notification Form (ENF) that we filed represented the shared goals and priorities of the task force, the public, and MassDOT. That included early and often interaction with the stakeholders and advocacy groups, respecting the opinions of the stakeholders, coordination with the City including the Boston Redevelopment Authority (BRA) and Boston Transportation Department (BTD), and no favoritism of the highway mode over other travel methods. MassDOT highway division is often accused of focusing their elements and concerns only on the highway and the pavement; that is not the plan. Regional traffic movements, accommodating vehicular travel, and avoid neighborhood congestion are all aspects we are including. We do not want to create more local congestion in the neighborhoods as a result of any improvements we make for regional traffic movements. We are also including bicycle and pedestrian movements to the Allston neighborhoods, parkland, the MBTA services, reconstruction of the Franklin Street footbridge, and redeveloping the area in the best interest of the community. The list goes on and on. My point is that we have been working collaboratively and collectively with all of you and we want that to continue. We received hundreds of comments and tonight you will see that we have taken those and helped advance the design.

What we ultimately want to do is define what our preferred alternative is in the draft environmental impact report (DEIR) and the environmental assessment (EA). Tonight we are going to continue this process by reiterating the importance of engaging the public and allow you to assist us in defining a preferred alternative. It will be consistent with the Massachusetts Environmental Policy Act (MEPA) scope that we received in December. At this point I've brought you up to speed on the project overview. I want to introduce Astrid Glynn and allow her



to communicate to you the importance from the rail and transit division and how we are going to integrate all of our forces.

Discussion of Rail Transit

C: Astrid Glynn (AG): Thank you Mike and thank you all for taking the time to be here with us tonight. I would like to thank your elected representatives as well as representatives from the City of Boston departments who have joined us tonight. The reason I am here tonight is to talk to you a little bit about the rail and transit elements that will be included in this project. As you heard, this is not simply a highway project. Secretary Pollack as you know has a long history as an advocate for transit and community building. She is determined that this project will attest to both of those goals. You will see a lot of detail on the advancement of West Station later in the presentation. You all know that it has a lot of ambitions and you also know it has many challenges. It is unique as a concept because not only are we trying to ensure that it is a place where people come by commuter rail but also connect to MBTA bus service. What is very unusual is that West Station will also serve as a focal point and throughway for pedestrian and bicycles crossing over the Beacon Park Yard. That passage is one of the elements we are working very hard on. The layover facilities are less glamorous but it is still as important. If the MBTA commuter rail system doesn't have enough layover facilities it doesn't go many places. We desperately need layover facilities and there may be a way to use some of the site for this purpose. Operations are something that we are still on a to-be-determined basis. We are working on translating our service policy into a service plan which would be more of a service approach. This is an extremely important part of the project and something that we are looking very forward to. With that I will turn it over to David Mohler who will speak to the place-making goals.

Place-making and Financial Elements

C: David Mohler (DM): Hello everybody, my name is David Mohler. I am the director of planning at MassDOT. I can be reached at david.mohler@state.ma.us or you can call me at (857) 368-8865. It's no secret that this project will open up hundreds of acres of land that would be right for development and right for place-making. It's going to be possible to do some truly amazing things but MassDOT cannot do those things alone. The City will take the lead with the place-making elements associated with this project. We are committed to designing this project so that there is a street grid that will result in something that is much more aesthetically pleasing than



what exist today. MassDOT will not design this, MassDOT will not permit this, and MassDOT will not construct it. We will enable it.

I'm also going to talk about money. This project has three elements. There is the highway element related to I-90 which is a toll facility. There is a transit element which is West Station and the layover area. There is also the rest of the project which is now appropriate to call the place-making element. This includes the street grid, improvements to Cambridge Street, bicycle and pedestrian accommodations, open space, and all the things that are probably most important to you. Toll revenue by law can only be spent on toll facilities; that's by law in Massachusetts. The straightening of I-90 and the replacement of the viaduct can use toll revenue. We cannot spend toll revenue on transit, bicycle, pedestrian, or open space elements. We have a pot of money which is about \$160 million set aside for the viaduct work. That is enough to replace the viaduct. That is the extent of the money we have today committed to this project. That's okay because this project is not ready for construction yet. We will have to figure out as we move forward where and how to fund the transit, bicycle, pedestrian, and open space elements. We are committed to it as a single project with three elements. We are committed to funding the whole thing. We have years to find the money that is needed. I wanted to say this tonight so that people are not misled. Thanks everyone.

C: MOD: Thank you David and thank you Astrid. Before Chris Calnan gets started I would like to say a couple things. Please hold questions until the presentation is completed. We will then open it up to the floor for questions and answers. I would like to acknowledge that we have Senator Brownsberger, Mark Handley from Councilor Ciommo's Office, Jim Henry from Senator DiDomenico's Office, City Councilor Wu, Caroline Bowman from Representative Honan's Office, and Representative Moran. With that, I am going to turn it over to Chris Calnan.

Presentation of the Project

C: Chris Calnan (CC): Good evening everyone. Tonight I want to start off with a discussion of the preferred concept. I'll talk about what we've done since you last saw us and where we are heading with details as we continue on through the process. The project area is bounded by Cambridge Street, the Charles River, and the rail system. This area is approximately 150 acres and we are looking to contain the project within this space. In terms of how we got to where we are, we went through a lot of preliminary and interchange concepts last summer and into the fall. We reached the concept of an urban interchange. We went through a screening process with the task force and ultimately came up with what we are calling the 3J series of alternatives



that we filed with the ENF. Since then we have been looking at the finer details of those alternatives. Eventually we go back to MEPA and NEPA for a filing, move to a preliminary design, and finish our work with construction procurement. While all this has been happening we have been meeting with the public. We had ten task force meetings, a couple public meetings, community briefings, neighborhood site visits, and even a neighborhood bicycle tour.

Another element that came out of the task force was the projects shared priorities. These include improving safety for all modes of transportation, realigning I-90, context sensitive design, projecting the neighborhood during construction, creating a more vibrant Cambridge Street welcoming to all modes of travel, providing accessibility to West Station, and working with the City of Boston to prepare the framework for a new neighborhood. These are the overall shared priorities we had coming out of the task force that we had last fall. The urban interchange we moved forward with for the ENF was 3J and there are three variants to this alternative. All of the alternatives are subject to modifications and refinement. That's where we are talking about the public input. I want to touch on some of the features that are common in all alternatives. The first is realigning the turnpike and replacing the viaduct. As we're doing that we're looking to see how we can keep the viaduct as low as possible as has been requested by the neighborhood. We'll also be providing dedicated pedestrian and bicycle infrastructure. We will be creating new separated bike lanes, replacing the Franklin Street footbridge, and building an entirely new pedestrian bridge over Soldiers Field Road to the Paul Dudley White Path. Another common feature for all alternatives is to incorporate West Station and the rail yard improvements as well as providing the north-south bicycle and pedestrian connections over the Beacon Park Yard. We are going to redesign Cambridge Street as a Complete Street making it equal for all modes of transportation. The last major common feature is to realign Soldiers Field Road to create new open space next to the Charles River. We think that is a real valuable aspect of the project and we will be looking into that further. The new open space would add an average width of 24 feet of parkland.

I want to now walk you through the three alternatives. 3J-1 realigns I-90 and has four main connections to the street network. This interchange configuration is what we call a split diamond configuration. The major difference with 3J-2 is the addition of the south parallel roadway. In alternative 3J-2 we have a one-way Cambridge Street away from the river and a one-way south parallel road toward the river. 3J-3 is schematically very similar. In alternative 3J-3 both Cambridge Street and the southern parallel roadway end up being a two-way configuration. We did a few illustrations to give you a better feel for what the topography would look like with alternative 3J-3. Since the filing of the ENF MassDOT was issued a scope from



MEPA at the end of last year. As Mike alluded to we received hundreds of comments and emails. We boiled those down into a number of major categories. These include alternatives analysis, open space and future development, bicycle and pedestrian accommodations, traffic and transit, air quality and greenhouse gases, storm water, and historic resources. This was forwarded to the Secretary and from there the Secretary issued a scope of work to look at all of these things. Place-making is becoming more and more important as we get into the discussion of future land development. Those are the highlights of the MEPA scope and what MassDOT will be working on in the near future.

- C: Ed Ionata (EI): Good evening. My name is Ed Ionata. I have been the task force facilitator for this project. I want to quickly review where we are and where we're going with this presentation tonight. Chris reviewed the preferred concept which brings us up to the filing of the ENF. We receive lots of questions from task force members and other interested parties regarding what we have been doing over the winter. The next section of our agenda will bring you up to date with the progress that has been made on the preferred concept. We're going to discuss site conditions and constraints, traffic model volumes, and operation analysis which include the Central Transportation Planning Staff (CTPS). We had done some preliminary traffic volume analysis and now we have numbers from CTPS which Mike Hall will share with you shortly. We'll then have a detailed look at West Station from Mark Shamon who is with VHB. I'm going to bring Chris back up for a second and then we will switch over to Mike Hall.
- C: CC: Continuing on, we are looking at this next phase as doing our homework. We're trying to get a better appreciation for what the constraints are and what the site conditions we have to deal with out there. We have been making progress with the geotechnical investigations. We'll be conducting borings and test pits to get a better idea of the soil conditions as well as capacity. That leads into us looking at some of the record information from an environmental soil condition analysis and seeing if there are areas that we need to focus on. Utility coordination has started. MassDOT has initiated early coordination with those impacted stakeholders. There are a lot of utilities out there and we are going to continue coordinating with them throughout our analysis and development of the alternatives. We've been looking into how we are going to handle storm water both in the construction and final conditions. We've also conducted a topographic survey for areas where we didn't have enough detail. The same goes for right-of-way. Finally, MassDOT is going to be conducting what we are calling a pipe infrastructure survey. All the major drainage lines and sewer lines will be televised so we can see the condition, location, and sizes of those pipes. This will help us better guide the constraints as we



continue to develop the alternatives moving forward. With that I am going to call Mike Hall up to talk about traffic.

C: Mike Hall (MH): Thanks Chris. My name is Mike Hall. I'm going to talk to you about everyone's favorite subject except for the Red Sox and that is traffic. I have one word to describe them both and I'll let you think of that word. As a few people have alluded to we have done a fair amount of analysis in 2014 through the task force process and in the ENF filing. For any large MassDOT project the agency relies on CTPS to do the forecast for vehicular traffic and transit ridership. In the interest of advancing this project along particularly through the task force process and because the CTPS model can often take a while, the design team developed a set of preliminary traffic numbers. These numbers were used in the task force screen process and through the evaluation of the alternatives that were developed. When you look at the ENF there were at least 16 alternatives we looked at. We used our preliminary numbers to screen out and determine what was good and what was not. Since the filing of the ENF, we have been working with CTPS to finalize their numbers. We received data from them this spring and we've been working with it over the last two months. One of the first things we did after receiving their data was to compare it to our preliminary data that the design team developed. When the design team developed those numbers last year we felt that we were on the conservative side and the CTPS numbers would be lower. I'm happy to report that the CTPS numbers are pretty close to the numbers that we developed.

Overall for the AM peak hour the volume coming on and off the highway was one percent lower for the CTPS number compared to ours. That means that we don't see necessary major changes for the concept 3J based on traffic volumes. In the PM peak hour we saw a 3.9 percent difference. If the overall percentages had been twenty percent greater we would have been concerned. Going forward we are going to use the CTPS numbers but the most important thing for everyone to know is that the basic footprint of the concept that we came up with does not have to change dramatically because the volumes are very similar. We have now translated these numbers into doing some traffic analysis. The analysis results for option 3J-3 show all traffic level of service (LOS) operations performing at a level of D or above in the AM peak. LOS is the measure of functionality of an intersection. A,B,C, and D are color coded as green. If an intersection operates at LOS E which is approaching capacity it's yellow. If the intersection is over capacity with a LOS F we've color coded that at red. These are all 2035 numbers which includes development within the Beacon Park Yard and north of Cambridge Street in the Harvard University IMP area. With our preliminary traffic numbers everything is green. With the CTPS numbers there are two yellows. We've always felt that E is the threshold we're trying



to get at. We're still working on the numbers and we're still going to look at the numbers but this is the place we're at now. With our preliminary numbers in the PM we had one LOS E. The CTPS numbers in the PM had four LOS E intersections.

I also want to point out that since the time we started working with the task force we've added a couple of intersections and we will be analyzing more in the EIR. We have added both the Stadium Way and East Drive intersections at Western Avenue and the North Parallel road. I also want to show you the ramp volumes today compared to the project ramp volume numbers in 2035. As you can see there is a reasonably healthy growth that ranges between 26 and 50 percent. Overall the interchange volumes are expected to go up 33 percent and in many ways that it not a surprise. This is a key regional interchange. This interchange serves Brookline, Brighton, Allston, Cambridge, the Longwood Medical Area, Somerville, and large areas of Boston. There is certainly a local component but there is also a large regional component. There are approximately 140,000 to 147,000 daily east and westbound on I-90. I think the more important statistic is how many cars are getting on and off the highway. Today, 67,000 cars are getting off the highway at the Allston interchange. Our largest challenge with this project and traffic is to strike a balance of handling the regional moves while setting the table for place making. Similar in the PM peak hour, every ramp goes up at least 5 percent with an overall 33 percent increase in volume.

I want to follow up on the MEPA scope. We are required to look at several alternatives to the traffic beyond what we're already looking at. One of the alternatives we are required to look at is switching the connection points from East Drive to Stadium Way. In 3J, Stadium Way is low and East Drive is high. We will look at the option of switching those. We have started to look at that already and we're working with CTPS to get that modeling wrapped up. The second thing we are obligated to look at based on the MEPA scope is a vehicular connection from the interchange to Commonwealth Avenue. That connection and what it looks like is still to be determined. That modeling has not yet been complete. The final thing we are required to look at is an opening year analysis based on the year 2020. The land development assumptions will be different. The year 2035 assumes the full build out of the Beacon Park Yard for analytical purposes and in 2020 we will not have that. With that I am going to turn it over to Mark Shamon with VHB to talk about West Station.

Q: Pete Stidman (PS): What is the background growth you are assuming?

A: MOD: Could you hold your question until after the presentation.



C: PS: I think it is important to answer.

A: MOD: It will be and we'll bring it up. We'll return to that slide to address the question at the beginning of the Q&A session

C: Mark Shamon (MS): Thank you Mike. My name is Mark Shamon and I am with VHB. We are assisting MassDOT and the project team in developing the rail and transit alternatives that are being considered here. You've probably heard it referred to as West Station but it is actually West Station and Beacon Park Yard. I'll also touch on the noise analysis that is being done and the pedestrian connections that we're looking at across the Beacon Park Yard to the Allston Esplanade. Beacon Park Yard and West Station includes the yard which I think of as the layover facility and the elements that will be part of that facility. Beacon Park Yards itself was derived out of the South Station Expansion Project. The State has an idea of expanding South Station to add more trains and more service throughout the system. One of the issues they have is where to maintain all of those additional trains and where to store them. One of the options they came up with was to look at and place some layover facilities in Beacon Park Yards. There has not been an expansion of maintenance facilities in over 30 years which lends itself to provide new facilities and upgrade the existing facilities.

The idea of West Station did not come out of the South Station Expansion Project but rather the public. MassDOT has decided to add West Station into the scope of the Allston I-90 Project. When we're talking about the Beacon Park Yards we are talking about layover tracks for 14 to 18, 9 car consists. Right now most of the service is based on a 6 car consist. It will also include a sheltered pit track, wheel truing station, car wash, crew quarters, and a substation. The substation will not only power the entire yard but it will also power the interchange. We are not building the Grand Junction but we are also not precluding a future restoration of the Grand Junction. We are also obligated to maintain the Houghton Chemical line as well as freight activities. In talking about the rail and transit elements we're looking at having 14 consist. The pit track and car wash would be one facility in the middle. The crew quarters would be to the north in the shadow of the highway as well as the substation. The wheel truing station will be off to the west although we are still looking at how we can optimize the locations of all facilities to the best extent. When we focus on the Beacon Park Yards we have all of the facilities I mentioned and we are also looking at access points into the yard for emergency vehicles. We're also looking at general vehicular access from the east or the west. I also want to mention that we are looking at the Beacon Park Yards from an environmental point of view. We heard a lot of



comments and we have strict requirements to minimize the amount of phosphorus that it put out into the environment. We are looking at storm water infiltration and porous pavement. We're looking at a lot of best management practices to mitigate environmental issues. Underneath the viaduct we'll have running service tracks on the south-side. There will be 3 to 4 revenue service tracks carrying passengers. We also have to deal with the deadhead movements or empty trains as well as maintain freight movements to Houghton Chemical. The plan right now is to build the Grand Junction to the end of our project limit and install a switch so that the section we build is a double track. On the south-side of the viaduct there isn't any room to expand further because of Buick Street and the dormitories at Boston University. There will be a single track that will continue to serve the Grand Junction heading over the river as it does today.

Let's get into West Station. We're looking at a two platform station and as I mentioned there will be 3 to 4 revenue tracks. The MBTA and VHB are taking a look at the service plan that will need to be developed. We're also considering future urban rail service as part of the service plan that is being considered in order to determine how frequent service could be. We're looking at bicycle and pedestrian access from the Commonwealth Avenue side and north to the Paul Dudley White Path. Our goal is to make sure that path is accessible at all times so that people can make that connection at all times of the day without having to go through the station. Above the station we are looking at a bus loop that would include the service of MBTA buses, intercity buses, Logan express, taxi and shuttle, as well as a kiss and ride. We're not building any parking facilities. I want to talk a little bit about where West Station is with respect to the transit environment. We have the Boston Landing Station which most of you are probably familiar with. That is under construction now and expected to see service in October of 2016. Yawkey Station is to the east. We're pretty well positioned between the two. The other thing we're considering is the Green Line and the bus routes that current exist out there. The MBTA is undergoing a consolidation of the Green Line stops on Commonwealth Avenue. We are considering those changes when thinking about the access to West Station. We understand the importance of having the bicycle and pedestrian access from Commonwealth Avenue across to North Allston. We came up with a series of eight different options looking at different kinds of pedestrian and bicycle ramps. There are some pretty significant grade differences we have to deal with for pedestrians and bicyclist. The elevations from the top of Babcock Street to the bottom are high. For this reason we are looking at structurally ramps into the station. After looking at this from a larger perspective we started looking at it again on a smaller scale. These are Malvern Street, Babcock Street, and Aganis Way. On Malvern Street we are looking at a path starting from Ashford Street. There are some restrictions dealing with the business located at 76 Ashford Street. Babcock Street in a little bit different of a situation. We had issues trying



to design a long enough ramp because of all of the active uses. On Babcock Street we are looking at a stair and elevator type system. We met with the MBTA system wide accessibility folks to develop this. We are considering an emergency vehicle access point off of Babcock Street. Moving east to Aganis Way we've developed the concept of having a bicycle path to Buick Street. This is a gentle grade and gives us the opportunity to have something as wide as 16 feet.

I'm going to switch gears again. We are looking at a station that may consist of 2 or 3 levels. This is really dependent on what happens with the highway. Chris mentioned earlier that we are trying to keep everything as low as possible. The top level no matter what is going to include the bus way. We also have an opportunity for a bus layover. This is all referring to a one-way, 3 level system. With a 3 level system we'll have a mezzanine level below the bus loop so that all the passengers use the mezzanine. In all cases we have two platforms and 3 access points for each platform. This will be a much more accommodating station for folks compared to Yawkey Station or Boston Landing. We are also looking at a one-way, two-level station. This creates some potential conflicts of people coming off the ramp. For people going to the Paul Dudley White Path that is fine. For people going through the station, everyone has to meet on the top level which may cause some conflicts. We're also looking at a two-way, two level station. It gets a little tough with pedestrians crossing traffic compared to the one-way scenario where we do not see that. These are all things we are considering in all variables. The MBTA bus operations has requested that we put some kind of roof over the bus way. We are also looking to leave some natural light so it isn't a dark cavern. We are also looking into placing solar panels on the roof. We came up with the three-level platform idea when we saw that the 3J concepts would put the platform bus loop around 55 feet. Before I wrap things up I want to cover the noise study outline. We are looking at 5 noise study areas. We are considering both the highway and the Beacon Park Yards noise sources. We're looking at noise sources within 500 feet of the noise receptor. That is our criteria for the noise analysis. The study areas we're looking at include Lincoln Street at the Litchfield neighborhood and Lincoln Street at the Franklin Street neighborhood. We're also looking at the Cambridge Street neighborhood, the Pratt Street neighborhood, and Cambridge at Magazine Beach.

C: EI: Thank you everyone for your patience. We wanted to get into the rail and transit details because earlier on we were very conceptual with our work. As you can see there has been a lot more information developed. I'm going to pass it off to Nate Cabral-Curtis for a brief update on the public outreach and then we'll get to your questions and comments. Thank you.



C: Nathaniel Cabral-Curtis (NCC): Good evening everybody. I am Nate Curtis with Howard Stein Hudson and the head of the public involvement effort for this project. There are two parts to the public engagement process. The first is the task force. Those meetings are open to the general public so if you are interested in joining us, please feel free. It hasn't been finalized but we may be breaking the task force into smaller groups to focus more closely on different components. We also have general civic engagement for broad based outreach. This would include meetings like tonight. If you have thoughts on how we can improve our outreach please send your comments to us. We also have some other processes underway that are not involved in this particular group but rather other groups within MassDOT and the MBTA where you may want to make comments relative to this project. Those include the program for mass transportation, the 5 year capital investment plan, and the MBTA service planning.

I have a couple more things. The project website is being updated right now and it will be continually updated throughout the next phase. It is a long web address so I suggest that you Google, "I-90 Allston Interchange." Our site will be the first thing to come up. We are going to have quarterly public information meetings ongoing through the next phase of the project. We will be reviving the task force as requested. We want to ensure sufficient discussion on the highway and interchange as well as the rail, transit, and community place-making aspects of the project. I'd like to quickly go over some of the potential task force meeting topics and for those of you who were with the task force you'll notice that these are some elements that we said we would advance. There are also some items that we talked about as things that would be continually discussed from the previous phase. The task force topics include multi-modal traffic operations, urban design analysis, street network configuration, West Station and rail operations, pedestrian and bicycle network, the viaduct configuration, Soldiers Field Road relocation, environmental analysis, and construction staging. In looking at the project schedule we are now just heading into the preliminary design. Construction would be no earlier than the beginning of 2018. Before we get started with the question and answer session are there any elected officials who would like to speak?

Question & Answer

Q: PS: My name is Pete Stidman, I live in Roxbury. I want to start by saying I am very encouraged by the progress you've made on the bike ways. One thing I would like to see move of is an east-west connection through the neighborhood in addition to what you are creating on Cambridge Street. As you know we are getting a new cycle track on Commonwealth Avenue which will end on Babcock Street. My goal is to have a connection from Babcock Street west to the Arsenal



Street intersection. My previous question was regarding traffic. The traffic predictions really trouble me. When you build for something you are inviting them to come. It looks like you are inviting 30 to 50 percent more traffic into this neighborhood. I want to dig into those numbers and figure out how you got to some of those assumptions. I want to understand the overall growth assumption.

A: MH: If I could have shouted out a number I would have. It's a much more complicated answer which is why I wanted to wait until now. In traditional traffic studies we would take the existing volumes and grow it by a linear annual growth rate. When the design team developed the preliminary numbers that's how we did it. The CTPS process is a completely different methodology. CTPS takes social economic inputs projected by Metropolitan Area Planning Council (MAPC) and their model covers approximately 100 towns. They receive information from the Boston Redevelopment Authority (BRA), Cambridge Redevelopment Authority (CRA), and MAPC. I can't tell you an exact growth rate because it isn't a certain percent per year. The model determines the growth rate based on the inputs it receives.

Q: PS: Doesn't the model use the year 1990 to 2000 as a base for the growth predictions?

A: MOD: It's 2012.

A: MH: CTPS has 2035 data from all of these cities and towns in terms of what future employment and population of households would be. There isn't an exact growth rate. It considers mode choice, zone-to-zone, and how the trips get from point A to point B.

C: PS: It's interesting because what we can see from the MassDOT counts is that traffic on Cambridge Street has been shrinking since 2002. Overall in the State, traffic has flat lined since 2006. There is also a lot of data showing less people getting their driver's license. The growth you're showing us is huge. You showed two different predictions, CTPS and your own. For your own, are you doing the build out plus .5 percent per year?

A: MH: At the time we did not know what the build out would be. We assumed a flat growth rate which was .75 percent growth rate per year and .25 percent on Cambridge Street local streets. This adds up to 5 percent over 20 years. The highway adds up to about 16 percent over 20 years.

C: PS: I would say that we like your predictions a lot better. Those predictions seem more in line with the nationwide trends.



C: MH: The ramp volumes I showed tonight have two components. The first is the local growth which includes 50 acres of Beacon Park Yards. Based on the Boston Society of Architects (BSA) and the high density it translates to millions of square feet of development. There is also the development north of Cambridge Street which is a blank slate. There should be millions of square feet there as well.

C: PS: You guys are thinking big and we can hear it by the way you are talking. As MassDOT, we don't want you to let that growth be cars. You're building a new station. Build the future that the community wants.

A: MH: We're trying to strike that balance.

C: Ari Ofsevit (AO): Hi my name is Ari Ofsevit, I live in Cambridgeport. I think there is a lot of good here. I want to echo Pete's statement about not adding more cars when planning for the future. West Station needs connections to employment centers. West Station is a mile from Harvard Square and Kendall Square, and even less to Boston University. Right now if you want to get from Harvard Square or Kendall Square from the Mass Pike westbound it takes about 35 minutes. Building those connections is going to make for a much better transit trip for people along the corridor and will contribute to bringing down the commuting times. I know that it's not in the scope of this project but you really need to consider the upstream and downstream effects of the interchange. Right now the Allston interchange functions as a valve that keeps the number of cars on Memorial Drive, Cambridge, Allston, Boston University, and Storrow Drive somewhat down. The Mass Pike doesn't have a lot of capacity either. We should not be adding capacity. In terms of toll revenue, I don't know if it is State or Federal but if there's a way to have toll revenue go towards parallel services that would be great.² It looks like you're adding an average width of 24 feet to the parkland. The average is misleading because what we need to look at is the width added at the pinch points. Right now it's 4.5 feet wide at the narrowest pinch point. That should be built to at least 12 feet.

A: MOD: Thank you.

² As noted by David Mohler, toll revenues must support the facilities that generate them and cannot be used to support other services.



- C: Rich Parr (RP): Hi I'm Rich Parr, I live on Bagnal Street in Lower Allston. Thank you very much. I think there was a lot of good detail that hasn't been seen thus far. It is very promising. I am very excited to hear that the task force will continue. I want to talk about the larger point. When Secretary Pollack talks about transportation she talks about it as serving the interest of economic development. It's about deciding how we want to grow and build the transportation to get there. I think this project has the potential to be a great example of how MassDOT is doing that. Going forward with the task force I hope there will be some inter cabinet collaboration going on where DOT can talk to economic development to figure out the land uses that are desired and how to get to those developments. If that can be woven into the task force process a little bit more I think it would make for a much stronger result.
- A: MOD: Thank you Rich.
- C: Robert LaTremouille (RLT): Hi my name is Robert LaTremouille. I have a lot of experience with Cambridge, the Charles River, and transportation. Since our last meeting we've had a major change in the entities that may be involved with this. The Olympics are coming. The timing fits the timing of this project. The Olympic people have entities from Boston University west, the Beacon Park Yards, and Harvard stadium. There is the possibility of major Federal money. You should be able to get real rapid transit out of this. I would suggest a green line spur off of Commonwealth Avenue near the Boston University Bridge with two stops in the neighborhood on North Harvard Street, and then into Harvard Stadium using a tunnel that still exist. We can achieve something meaningful. I am happy to give you my detailed maps.
- A: MOD: Thank you Bob.
- C: Steve Miller (SM): My name is Steve Miller, I work with LivableStreets Alliance, I used to live here, I used to work here, and now I live in Cambridgeport. The good news is that you've come along way. We all appreciate that. The even better news is that you're all saying the right things. The next piece is how to come through on the vision you've discussed. You've made a lot of good gestures. We now need you to go from gestures to reality. For example, you have the urban interchange concept and a grid system; that's great. However when we look at the roads they're all too wide. It's a good beginning but it's still a highway. We don't want the Big Dig to happen here. The second example is the idea of expanding the Allston Esplanade. All the plans we've seen are very small compared to what is possible. You have the Peoples Pike, which is good but it's not as good as it could be. It's great that you are thinking about a north-south bicycle and pedestrian connection but we also need a transit connection. The CTPS traffic



predictions are a lot better and based on a lot of sophisticated analysis than what we used to have. Every year the official predictions go up and the reality of the outcomes goes down. The trick now is to fix the black box of trip generation and mode choice. It's still exaggerating the amount of car traffic especially given the policy changes. This is the first time we've heard the project broken down into 3 components: transit, place making, and traffic. This project has always been presented as a unified goal. It's very important for the credibility and success to not let this go forward as a viaduct repair while leaving everything else with unsure funding. We need to make sure the whole thing goes together. Thank you and keep going.

A: NCC: Thank you Steve.

C: Ann Lusk (AL): I'm Ann Lusk with the Harvard School of Public Health. I have four points. The first is utilities. You've created a grid system, thank you. Will you bury the utilities? If you do the trees can thrive. The second is that you have a train yard that is essentially a parking lot for trains. Picture a Stop & Shop parking lot and now picture the parking lot at Post Office Square. It would be expensive to create a massive park over the Beacon Park Yard but you know from experience of building highways over trains how to build a slab system. It will be very affordable put concrete slabs over the train yard because you already mentioned you're going to end up with an Environmental Protection Agency cleanup site. You can eliminate that by covering the yard. My third point is regarding cycle tracks. I know you have the ramps but they're for shared use paths. Cyclist want to go fast and the pedestrians want to take up with width of the path. Please continue to separate the bicyclists and pedestrians. On all of your grid system build cycle tracks. I was always disappointed with Assembly Square because it didn't have cycle tracks on every street. The fourth point is the Olympics. This idea started in Roxbury because resident have to park their bicycles inside because they get stolen. For the Olympic housing units, I suggest building bicycle parking rooms inside the apartments. They could eventually become affordable housing. The other thing I have proposed is something called a bike bus. It is a bus rapid transit system (BRT) that is only for carrying cyclist and the bicycles. To lower the number of cars, respond to the Olympics, and to be as green as possible, consider having BRT with designated bike buses. Thank you.

C: Tom Derderian (TD): My name is Tom Derderian and I want to talk about the Franklin Street Bridge. I started this idea a long time ago shortly after the Boston Marathon bombings to advocate for a Boston Marathon memorial bridge replacing the existing pedestrian at Franklin Street which is in need of replacing. Then this project happened. It would be a wonderful thing for the City of Boston to have a gateway pedestrian bridge over the Mass Pike greeting people



coming into Boston from the west. If we can build a pedestrian bridge that is broad and accommodates cyclist separated from pedestrians it would be great. St Louis has an arch, New York has a statue, we can have a gateway too.

A: MOD: Thank you.

C: Senator William Brownsberger (WB): I'm Will Brownsberger, State Senator. This is a really helpful conversation where we can start to breakdown the funding sources. I have confidence in this process, the work you are doing, and the participation of the advocates. The place where I see the possibility of a breakdown is on the funding side. There is a very big number that comes in a few different pieces. As you pointed out and as we focus on it here, different funding sources can only pay for certain things. This is where we as the delegation are going to have to engage in the process. All of us as advocates and who are concerned about this issue need to figure out how to engage to put the funding in place to achieve this grand vision. Thank you for the leadership of MassDOT for being here and dialing in the question of putting these pieces together. I look forward to working with you along with my colleagues to answer the question of how we are going to put the money together to do this. We'll be talking with your shortly. Thank you.

A: MOD: Thank you Senator.

Q: Eva Webster (EW): I'm going to say something that may not be popular so I'll try not to get booed. Is there anyone on the task force that you are going to reconvene that is representing the interest of motorist?

A: MOD: Yes we do³

C: EW: I'm not asking because I'm opposed to cyclist. I'm pleased to see cyclists because I know there will be less congestion but there is also a reality. The reality is that you are never going to get everyone to ride or bicycle everywhere. People get old and in 20 years I won't be able to ride a bicycle. I'm concerned that we are calling this project multi-modal. West Station is going to be impossible to get to because you will have to walk a mile in order to reach it. I told my husband that you are not planning on having parking at West Station and I know Boston Landing Station is not planning for parking either. For this reason my husband and I will probably not use the

³ Since the time of this meeting, AAA of Southern New England has been invited to and joined the second task force.



station. Bicycling has become popular but not as much as some people may think. It's only inched up. I think it's also important to keep in mind that car technology is advancing. Cars are getting smaller and most cars shut off now instead of idling. Again, I'm not opposed to walking, bicycling, or transit. I love public transit. This is about being realistic and that includes getting people from their homes to work. My last comment is that I support people lobbying for a wider Allston Esplanade. Thank you.

A: MOD: Thank you.

C: Marc Ebuna (ME): My name is Marc Ebuna. I am here as a citizen of transit advocacy and also as a lead on TransitMatters. My major concern is regarding your car growth estimates. The LOS grades drive the width of the streets. The GreenDOT goals should dictate a bigger shift for pedestrian and bicycling accommodations. In terms of West Station I love it. We would love a 3 story station and would like to help in advancing the details and designs. No car parking is great. I think the idea of bicycle parking with bicycle cages is good but there are much better options than bicycle cages. I hope you can work with Boston University to gain a better understanding of transit vehicles through their campus and to points north. My last point is in relation to the idea of decking over the rail yard. I'm sure there are air rights planned and by decking over the yard, it makes it much easier for someone to build. Thank you.

C: James Williamson (JW): My name is James Williamson. I'm late because I was at another meeting in Harvard Square. I would like to suggest that you hold a similar meeting at the Morse School in Cambridge for the people on the opposite side of the Charles River. I haven't been paying much attention to the development of the Olympics but they touted this area for its walkability. Cambridge isn't all that walkable because of the way people ride their bicycles. There should be a strong relation between bicycles and pedestrians. Pedestrian safety should be placed at the forefront. There needs to be separation between cyclist and pedestrians. I really like the idea of the Allston Esplanade. Decking over the railroad tracks also sounds like a good idea. To me, it seems most important to get it right early on rather than having to go back and fix something. The last thing I wanted to mention is that I had a discussion with Fred Salvucci regarding the name of the station. I think it should be called Station West rather than West Station. Thank you.

C: Brent Whelan (BW): Hi my name is Brent Whelan and I live in North Allston. I'm hearing a lot of exciting possibilities that this project will be opening up. I'm glad you're still using the term multi-modal but I feel like you are falling short of how transformative this project can be. I



suppose the conversations of diesel multiple units (DMU) service is happening but we're not hearing it⁴. I want to advocate ensuring that West Station becomes a true transit hub and not just an occasional commuter rail stop. You mentioned place making and the most important place you can make is along the Charles River. It appears that your plan will make it slightly wider but it is still going to be very narrow. I strongly support the expansion of the Allston Esplanade. It would be useful to know more about the collaboration with Harvard and the progress being made to expand the green space along the Charles River. There is an opportunity to make a truly terrific waterfront park place. I have serious concerns about the North Connector and East Drive. The width of these streets looks the same as a hiking path and not designed to carry traffic. The same goes for Stadium Way. You've also created the Seattle Street connector. Seattle Street is a very small residential street and it looks like a tempting cut through from North Harvard to access the Seattle Street connector. If that happens you are going to kill off the residential neighborhood. How are you going to discourage and prevent cut through traffic? My last concern is regarding LOS. I see that there are a lot of E's which you're calling acceptable. When I was in school an E was not acceptable. I'm concerned that you are going to choke out our little neighborhood and that traffic will be routed onto residential streets.

A: NCC: Thank you Brent. We don't have all the answers for you right now but I can say that a lot of your concerns were brought up during on cycle tour around the neighborhood. We will continue that discussion as we advance into the design of the project.

C: Mike Dargan (MD): My name is Mike Dargan and I've lived in Allston for 20 years. I'm disappointed in the lack of discussion about the New Balance connection. The traffic issue at the intersection of Harvard Street and Cambridge Streets needs to be addressed. I understand that it is out of the scope but it is critical in terms of the neighborhood's function. I agree that traffic has increased and it is getting worse. I'm concerned that we may be underestimating vehicular traffic projections. I also support bicycling, walking, and transit. I concur that there is a lack of respect of the rules of the road by cyclist. Enforcement needs to be stepped up. The idea of shared use paths does not work.

A: MOD: Thank you.

⁴ At the time of this writing, the Baker Administration has cancelled the further development of the DMU project due to lack of funding.



C: Renata Von Tscharnier (RVT): My name is Renata Von Tscharnier and I am representing the Charles River Conservancy. This project has come a long way. I'm happy to hear that the idea of place making is now being used. I wrote a book called, *Placemakers*. It's not enough to say that place making will happen and rely on someone else to do it. What is place making in a transportation project? This is urban design. You are going to be creating a new city that will sit in Boston. When you talk about the Allston Esplanade, 24 feet is not an esplanade. That is too small. If you are serious about place making you need to create a performance space by incorporating cultural planners in the design. This places needs to be large enough for real urban place making events. I think you're moving in the right direction but you need to take the place making to the next level.

A: MOD: Thank you Renata.

C: Alana Olsen (AO): Good evening everyone. My name is Alana Olsen. I run Allston Village Main Streets and I live on Franklin Street in Lower Allston. Allston Village Main Streets is a small non-profit that supports small businesses in Allston Village. I'm happy to hear that the task force process is going to restart. Your long presentation tonight underscores the importance of having a robust community process. One thing I'm very disappointed in is that throughout the task force process we've asked for traffic studies at the existing intersections of Harvard Street and Cambridge Street, Harvard Street and Linden Street, and Linden Street at Cambridge Street. If you study these intersections you will realize that they are failing. All of the traffic is being funneled through one intersection. Linden Street was designed to be a residential street and it is now a major core cut through. Walking across Linden Street is terrifying. I'm so disappointed that this project hasn't realized it's potential to mitigate some of that. You talked about preventing intrusion of the neighborhood but intrusion already exists. The other thing I want to talk about is the location of West Station. The commercial core of Allston was developed around the train station on Cambridge Street. I'm worried about the elevation issues tied to the location of the proposed West Station. Commercial business owners always talk about parking. In most of these places, all of the people who work, eat, and live want to park at the same time. I am excited about West Station providing an alternative means for people to get to Allston Village but it sounds like Boston University is getting a train station. West Station is going to encourage walking through residential communities and by no means is that doing any favors. Another key aspect which has been touched on is the Franklin Street pedestrian bridge. This bridge is a key connector in order to get from North Allston to Allston Village. When we think about redesigning it we need to think of it has vibrant and ADA accessible. If I broke my leg I don't think I would be able to get to work. We need to think creatively about the north side of



the turnpike and how mitigation can be provided there with the addition of 80 acres of developable land. Thank you.

A: MOD: Thank you.

Q: Greg Shea (GS): This whole time I've been thinking about the Rose Kennedy Greenway downtown and moving the highway underground. It was mentioned earlier. Why not put it underground. I don't understand this. You'll have more land to work with, no light pollution, and you won't have to deal with elevations. I'm baffled; I haven't heard anything about this. Why not put it underground? Everything else will flow from that.

A: NCC: I'm not going to go into detail to address that but you can look on the project website and there is a set of meeting minutes which discusses that in detail.

C: Matthew Danish (MD): Hi, I'm Matthew Danish and I live on Ashford Street. It's good to see all of you again. Thank you for those of you who have stayed here so late. I'm happy to hear that the task force is starting up again; the last 6 months have been a bit of radio silence. I have many things to talk about but I'm only going to touch on a couple. In terms of issues, the biggest danger for pedestrians and bicycles are fast moving cars and trucks. Today, cars drive up to 60 mph on Cambridge Street. Based on your plans, it looks like your future design of Cambridge Street will be similar to the Cambridge Street that exists today. In terms of your intersection drawings the design for the crosswalks and projected bike lanes looks messy. Please speak to Deputy Commissioner Gillooly who has done a great design for projected intersections on Commonwealth Avenue. The City will help you resolve a lot of those issues.

The main meat of my comment is going to be focusing on something I have a little bit of knowledge about. I am now officially a computer scientist and my field is basically verifying computer models so you can see where I'm going to go with this. In your presentation you showed a street grid was very fat and scary. I don't think there is going to be any room left for urban planning. Based on your plans, someone estimated that 50 percent of this area is going to be paved for roadways. I also did an estimate today and it looks like the project scope is the size of the North End. The idea is that this could be a real neighborhood and not a mess of highway ramps. We've been asking about this through the task force sessions and each time you come back to us you tell us that the model won't allow it. Now you're saying that we are going to see a 33 percent increase in traffic. What I would say to that is, what is a computer model? It's a video game that you programmed to say whatever you want to say. It doesn't actually make



sense. What are you going to do with 33 percent more cars? Where are they going to go? They can't go down Cambridge Street. They can't use Western Avenue or the Anderson Bridge. Soldiers Field Road isn't going to change. How can you add 30,000 more cars into this area? There are two things that can happen. One is that the cars become congested increase pollution. The second, which I think is going to happen, is that the cars are not going to show up and you're going to end up with over designed roadways similar to Cambridge Street today. What I would say is that the models aren't serving the community, they aren't real, and they aren't the way MassDOT has promised to do mode shift. It hasn't been reflected in your plans. I think you need to go to the City and work with them to determine what kind of neighborhood we want to see. I want to make sure that you start with the neighborhood and then use your engineering skills to determine what kind of traffic is still compatible with the neighborhood. It sounds like the model puts the suburban commuters first and we have to pay for their convenience. Thank you.

C: Frank Demasi (FD): Hi my name is Frank Dimasi. I appreciate the local outreach that has gone into this project. I am the president of the Association for Public Transportation. We advocate for projects like these and work to fund them. There is a lot of interest in getting from the west to North Station. The Grand Junction would take a lot of the traffic off of the Mass Pike. I work in Cambridge and go to South Station. South Station is going to be a disaster with the south coast rail and I think that the Grand Junction would relief a lot of the pressure associated with South Station. There are all kinds of possibilities with DMU service. I wish you well with this project. Value captured is something my organization is advocating for. There is going to be a lot of development and there will be a lot of opportunities for mitigation. Thank you very much.

A: MOD: Thank you.

Q: Harry Mattison (HM): Hi my name is Harry Mattison and I am an Allston resident. Thank you Mike and David for agreeing to restart the task force. I'm curious to hear your thoughts on MassDOT trying to become a more customer centric organization.

A: TT: We're all in favor. If you can frame that as a question I will do my best to answer it.

C: HM: As we go into the next phase of the project can we think of a wider range of customers to help influence this design. At a meeting last year we heard from a mother who has to wipe the black soot off of her kids play set in the back yard because of the trains. We've heard from the people who hear the trains and 18 wheelers down Cambridge Street that wake them up. We've



heard from people who would like to enjoy a better park along the Charles River. You have customers who have a wide range of situations in addition to the customers who want to drive 70 mph down the Mass Pike. In the next phase of planning I hope we can get together with the BRA, BTD, Jay Ash's department, and other folks at the BSA so we have a more rounded set of customers. I think this would contribute to a much different result and would be much better received. Your customer focus has been very narrow up until now.

- A: TT: I think we agree. All of those people should be involved in this process and they have been involved. We're doing a planning study right now in Kendall Square where we are talking about the use of the Grand Junction. I think it's important for you to get involved in that conversation. We're also doing the Program for Mass Transportation which is a 25 year, financially responsible, long term planning process for the MBTA. All of our customers should be involved in all of that. If you or anyone else has specific recommendations about this process, the task force, or the public meetings we want to hear from you.
- C: HM: We've been giving those ideas for 2 years now. Many others talked about decking over the highway. Putting up a 12 foot wall in the backyard of the mother's house isn't going to do anything for noise or air pollution. As the task force restarts and you get more serious about planning better neighborhoods I hope there will be a stronger considerations for treating those customers with more respect.
- C: Tom Nally (TN): Hi my name is Tom Nally and I am representing A Better City. I want to focus on a few comments. I am concerned of the number and height of the connecting roadways. In all likelihood this will add to the challenges associated with the development of the site. If the bus loop is lower perhaps the connecting roads could be shifted west and contribute to lower grades. With respect to the urban design scope I think you need to explore future development opportunities can be integrated that into the proposed roadway system. The BSA charrette should be reviewed in determine the appropriate guidelines which should be incorporated in this development. We have suggested a number of staging alternatives. We recognize that any staging sequence is based on timing and available resources. We expect the viaduct is a priority because it is falling down. ABC has recommended previously some alternatives for speeding up that process and reducing the cost. With respect to the task force, we welcome the opportunity to serve again. We also think that it should stay as one group and not be broken up into pieces. Thank you.



C: Matt Hardy (MH): Hi my name is Matt Hardy. I want to endorse the things said by Matthew Danish, Pete Stidman, and Steve Miller. This project should focus more on the people and less on the car. This road at its worst is being built for peak capacity. I'm wondering if the tolls can be raised during the peak hour. It's the principle of induced demand. When you add more lanes and wider lanes, more people drive. Perhaps if you were to narrow the lanes you may end up with a place that the neighborhood wants. Vehicle miles traveled has peaked and leveled off. Being stuck in traffic no longer increases pollution at the rate it once did. You don't need to flush traffic faster through the system with giant roads. Thanks.

A: MOD: Thank you Matt.

C: Fred Maloney (FM): Hi my name is Fred Maloney, I live in Oak Square, and I'm a transit advocate. I want to talk about the buses in this area. Many of the buses go by at 40 mph and don't stop. Most of the buses don't have the capacity loads expect maybe the 501 in the peak hour. By having the buses stop at West Station should be a prerequisite. The buses collectively could provide 5 minute service or less during rush hour. The buses already existing and they are underutilized. It would cost millions of dollars to do anything. I hate seeing all of these buses passing through Allston and not stopping to serve those people. Right now there is a situation where the buses are delayed to go through the toll gates. That extra time could be mitigated by transferring the time into the loop of the station. I think this should be a prerequisite. I think the City and our elected leaders should get behind it. Right now the 66 and the 86 take an eternity to get anywhere because the times are irregular and the lines are difficult to operate. I went to a public information meeting in Allston once and I came in one of three 66 buses. They were all 10 minutes apart. I went to the meeting and when I left 2 hours later the same 3 buses were chasing each other. The express buses don't have much of a problem except when the Turnpike is clogged.

A: MOD: Thank you

C: John Harris (JH): My name is John Harris and I live very close to Commonwealth Avenue in Allston. I travel between Commonwealth Avenue and Harvard Square. I want to briefly talk about cycling as a mode of transportation. I'm speaking about utility cycling and cycling for transportation. I want to remind people that cycling in contrast to automobiles has no negative climate change implications. We have a system for cars and trucks, we have a system for pedestrians, but we don't have a great system for bicycles. What kills and injures cyclist is



proximity to cars and trucks. Separated bike lanes are an absolute must and need to be everywhere that is possible. Thank you.

- C: Galen Mook (GM): Thank you for staying here so late. My name is Galen Mook. I want to make a broader comment and thank you for your commitment in restarting the task force. You received a lot of smart input in this room tonight and I think it's very valuable. We've been hearing a lot of, "We're looking at that" from you guys. That doesn't mean you're committing to anything and that doesn't mean we are seeing the results of anything. I'm fairly disappointed with some of this presentation. We've been fairly nice but there has been a lot of negativity. There is general disappointment mainly the connections north and south as well as the heights of the ramps to West Station.

We're trying to get away from the highway model. On your project logo you have the train, the bicycle, and the car but that's not what this project is. This project is a highway project and that's the only thing being funded right now. The other links of this chain aren't weak links but rather missing links. The bicycle connections don't exist. You are proposing to have us go into an elevator in one of your plans. That is not a bicycle path. Pedestrian accommodations across 6 lanes on Cambridge Street is not a link. You aren't connecting West Station to the Green Line. We've seen the flaws at the Yawkey Way Station which is a block away from the Green Line but doesn't connect. Why would you want this to be a weak link or a no link? It doesn't connect to the neighborhood. If you look at the links to the entire neighborhood we are hemmed in by the Turnpike and by the Charles River. You aren't addressing those deficiencies. If you don't look at the River Street and Western Avenue Bridges as part of this project or the Grand Junction, or the I-90 overpass on Cambridge Street then those links aren't existing. If you don't do that your project is not going to go anywhere. All of the traffic you showed hitting LOS D, and E is going to hit F once it goes outside of this project scope. You need to work with the City. You need a presentation that has all of that put together and not focus on the highway. With all due respect to Administrator Tinlin for still being here, we still view this as a highway project. We don't want this as a highway project. We want this as a new transit project, a knitting the neighborhood project, and an economic development project. As this is funded we're just going to get another viaduct and potentially a new train station if we can find another \$200 million. Secretary Davey once said that we need more people in the Commonwealth and we aren't going to build new highways. You aren't building a new highway; you're rebuilding an old highway. Until we can get creative with this I'm unsure of a solution. Why is it cheaper to drive than it is to take the MBTA? Why are the Allston tolls \$1.25 and its \$2.00 to take the Green Line? Let's



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think more about the broader thing here and expand the scope. Let's bring in more people and be serious. Those are my comments thank you very much.

A: MOD: Thank you Galen.

C: Tad Read (TR): Thank you to MassDOT for the presentation this evening and thank you for recognizing the importance of place making. I wanted to respond to the idea of the BRA playing a role in engaging the community and stakeholders in a conversation of place making and development. We are happy to do that. The question at this point is resources but we are happy to do that. I want to touch on a couple of points that may echo some of the comments you've already heard and some of our own concerns at the BRA. Is this the best roadway and station design to promote transit orientated development including the possibility of BRT? If the goal is to reduce cars in terms of walkability, bikability, and livability, is this the best street grid design to do so? That's something we want to study more closely. The BSA charrette pointed out the idea of open space. The conclusion of the BSA study was that place making and the value of creation on the edge of the Charles River to allow for development. That is a major value captured. We look forward to working with MassDOT as this process continues.

C: MOD: Thanks Tad.

C: Fred Salvucci (FS): I said earlier I wasn't going to make a comment because there have been terrific comments already tonight. We can all see how much this community cares about this project. I want to say that I am here representing the public sector side and speaking on myself, not Harvard. I've lived in Brighton for 75 years. What prompted me to get up was my friend James who is proposing to change the name of the station. As long as you guys build the station with 4 tracks and 2 platforms you can call it whatever you want. An incredible blunder occurred in this community 50 years ago when the Turnpike was built. We use to have a station at Regina, we use to have a station at Market Street, we use to have a station at Brook Street, and we have to have a station at Newton Corner. They all got eliminated when the Turnpike was built. One of the reasons the commuter rail service is so lousy to the west is because there is a single track constraint. There is an opportunity to get 2 tracks to South Station. If you have 2 tracks from the west to South Station instead of a half-baked quarter track; that is a lot more through put that can provide relief to the Turnpike. I agree with a lot that was said but I also disagree with some comments. VMT is peaking not because people don't love their cars. VMT is peaking because there is no room on the roads and that's not going to change. The 30 percent increase or the 1 percent increase forever cannot happen. The Turnpike is full. You can make



the roads fat but people are not going to be able to get through. The economic growth is going to be choked because the Turnpike is at its capacity. We have a totally underutilized rail opportunity here.

I'm thrilled to hear your restarting the task force. It's a great process and a lot of good ideas have come out of it. I urge you to make it clear that the task force is going to stay together all the way until the end of the project. I'm not saying the same people. We made a lot of commitments as part of the Big Dig and a lot of them didn't get kept afterwards. What made some of the things happen was the oversight committee who tracks all of the mitigation commitments and did their best to get them. Not only does the task force assist in providing insight but they make sure the details are going the right way. I can talk bad about civil engineers because I am one. To the degree feasible, if the mitigation can happen before the project that is the best guarantee that it is really going to happen. Things happen and you may run out of money. Some of these things can be done first. You can do the Grand Junction or bicycle and pedestrian crossing now. We need a process that is going to carry through into the design and implementation process that will identify mitigation measure that can happen earlier. Thanks a lot.

C: NCC: I am now going to wish you all a very good night.

Next Steps

The next task force session kicking off the second phase of the project will be held at 6PM on Wednesday, July 15 at the Fiorentino Community Center. The Fiorentino Community Center is located at 123 Antwerp Street in Allston and task force sessions are open to the public.



Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Viktorija	Abolina	Boston Redevelopment Authority
Julie	Adams	ABCDC
Priscilla	Anderson	Community Member
Dennis	Baker	HNTB
George	Batchelor	MassDOT
John	Benedict	Community Member
Glen	Berkowitz	A Better City
Morgan	Berns	Community Member
Andrew	Bettinelli	Senator Brownsberger's Office
Greg	Boles	VHB
Tamara	Bonn	Community Member
Caroline	Bowman	Representative Honan's Office
William	Brownsberger	State Senate
Noah	Burch	Community Member
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Chris	Calnan	TetraTech
Matt	Carty	Community Member
E.	Cecook	Community Member
Kin	Chow	
Anthony	Christakis	MassDOT
Christopher	Clemens	Community Member
Henry	Cohen	City Councilor Wu's Office
Jack	Connegan	
Deneen	Crosby	CSS
Jim	Curley	Boston University
John	Cusack	
E.	Cusack	Community Member



First Name	Last Name	Affiliation
Anthony	D'Isidoro	Community Member
Matthew	Danish	Community Member
Mike	Dargan	Community Member
Bill	Deignan	City of Cambridge
Frank	Demasi	Association for Public Transportation
Edma	DePaula	ABCDC
Debora	DePaula	
Molly	DeQuattro	Community Member
Tom	Derderian	
Courtney	Dwyer	MassDOT
Marc	Ebuna	TransitMatters
Richard	Foote	CH2M
Jim	Gillooly	Boston Transportation Department
Astrid	Glynn	MassDOT
David	Grissino	Boston Redevelopment Authority
Nick	Gross	Howard Stein Hudson
David	Hall	Boston University
Mark	Handley	Office of Councilor Ciommo
Rosie	Hanlon	Jackson Mann Community Center
Libby	Hanna	Community Member
John	Harris	
Joan	Harris	
Jim	Henry	Senator DiDomenico's Office
Jon	Hillman	
C.	Hitchcock	
Andrea	Howard	West End House
Ed	Ionata	TetraTech
Bignet	Jacques	Community Member
Marc	Kadish	
Jim	Keller	TetraTech



MEMORANDUM

First Name	Last Name	Affiliation
Peter	Klinefelter	
John	Laadt	Mayor's Office of Neighborhood Services
Athena	Laires	
Joanne	LaPlant	BAIA
Robert	LaTremouille	
Peter	Leis	
Sharon	Long	Community Member
Jim	Long	
Anne	Lusk	Harvard School of Public Health
Thomas	MacDonald	City Councilor Wu's Office
Fred	Maldren	Community Member
Christine	Marini	Boston Police Department
Carol	Martinez	
Harry	Mattison	Community Member
Katie	McLaughlin	
Dwen	Messinger	
Jennifer	Mihok	
Steve	Miller	LivableStreets Alliance
Pankil	Modi	Northeastern University
Dave	Mohler	MassDOT
David	Mohler	MassDOT
Andy	Monat	TransitMatters
Galen	Mook	Community Member
Acan	Moundoy	
Joe	Mulligan	
Thomas	Nally	A Better City
Kevin	Nelson	
Paul	Nelson	MASCO
Mike	O'Dowd	MassDOT
Jason	Oesroscher	ABCDC



First Name	Last Name	Affiliation
Ari	Ofsevit	
Alana	Olsen	Allston Village Main Streets
Ethan	Padmodipoetro	UIL
Holly	Palmgren	MBTA
Peter	Parualos	MBTA
Richard	Parr	Community Member
Joan	Pasquale	The Parents and Community Booth Group
Eleni	Pesiridis	Boston Liquors
John	Pusateri	
Jason	Quimet	VHB
Jim	Quinn	
Tad	Read	Boston Redevelopment Authority
Matt	Robare	
Jessica	Robertson	Community Member
Max	Rome	Community Member
Sandy	Rusie	
Hazel	Ryerson	Community Member
Fred	Salvucci	
Apratim	Shay	Charles River Watershed Association
Ceres	Shea	
Zachary	Shedlock	Mass College of Art
John	Shields	
David	Sindel	ROC
Bob	Sloane	WalkBoston
Martha	Smith	Community Member
D.	Snyder	
Barry	Steinberg	Association for Public Transportation
Peter	Stidman	Boston Cyclist Union
Bruce	Tetton	
Michael	Thatcher	TetraTech



MEMORANDUM

First Name	Last Name	Affiliation
Thomas	Tinlin	MassDOT
David	Tudryn	Baker
Margaret	Van Deusen	Charles River Watershed Association
Steven	Van Dyke	Community Member
Renata	Von Tscharnner	Charles River Conservancy
Eva	Webster	
Brent	Whelan	Community Member
Brandon	Wilcox	Federal Highway Administration
James	Williamson	Community Member
Jack	Wofford	
Michelle	Wu	Boston City Council
Sheila	Yancy	MassDOT
Marianti	Zappa	MassDOT



Appendix 2: Received Emails

Good Morning Maryfrances,

I hope this note finds you well and having a good day. It is still too early in the project to tell whether this job might involve taking some portion of a property, a whole property, obtaining a permanent easement, or a temporary construction easement. All of those things are possible, but we don't know yet. If there were eventually to be a taking of some sort, property owners would be contacted by MassDOT's right-of-way department which would explain the acquisition process to them and provide compensation. Is there a particular property about which you are concerned?

Regards & Good Wishes,

-Nate

Thank you. I am wondering if the proposed project involves taking of any property by eminent domain?

Thank you,

Maryfrances

----- Original message -----

From: Nathaniel Cabral-Curtis

Date:06/17/2015 4:15 PM (GMT-05:00)

To: mfgalligan

Subject: RE: Allston I-90 Project

Good Afternoon Maryfrances,

I hope this note finds you well and having a good day. We will convene tonight at the Jackson-Mann Community Center at 500 Cambridge Street across from Twin Donut. Start time of the meeting is 6:30PM.

Regards & Good Wishes,



MEMORANDUM

-Nate

From: mfgalligan

Sent: Wednesday, June 17, 2015 3:28 PM

To: Nathaniel Cabral-Curtis

Subject: Allston I-90 Project

Tonight's meeting

Can you please tell me the details of tonight's meeting: time and place. Thank you.



Hi Nate, Ed, and Mike,

Could you provide me with the PDF of your presentation from last night?

Thanks

Harry

Good Morning Harry,

I hope this note finds you well and having a good start to the day. Ed, would you please be so good as to either send Harry a PDF of last night's show or to send me the file and I'll make sure he gets it?

Regards & Thanks,

-Nate



Mike:

Attached is the text for the comments that I delivered orally in a shorter version at the public meeting last night.

Tom

Thomas J. Nally

Planning Director

A Better City

33 Broad Street, Suite 300

Boston, Massachusetts 02109

Phone: 617-502-6243

Fax: 617-502-6236

The comments as attached follow below:

A Better City

Comments on the Emerging I-90 Allston Interchange Design

6/17/15

This morning, A Better City submitted detailed written comments to MassDOT, and we ask that you consider those as part of the public record for tonight's meeting. Those comments cover several topics. Highlights include:

- **Cambridge Street. The current design consisting of a two-way Cambridge Street and two-way new Cambridge Street South may well result in the best solution, but MassDOT should still provide a detailed comparison of the pros and cons of all the design options.**
- **Soldier's Field Road. ABC is pleased to learn that the development of the relocated Soldiers Field Road is advancing to create more useful open space along the Charles River. We encourage MassDOT to**



continue to explore ways to increase the amount and enhance the utility of such new open spaces.

- **Elevated Roadways.** ABC remains concerned about the number and height of connecting roadways on fill or structure that run across the site, and the likelihood that at least a portion of these elevated roadways will add to the challenges of developing and traversing the site efficiently.
- **West Station Bus Drop Off.** We had always assumed the bus drop off lanes to West Station would be at the same level as the station mezzanine rather than at a third level as now shown. What is the reason for this additional level above West Station, and what alternatives exist? This additional height adds to the problem of raised roadways across the site and adds more cost.
- **Access to the West Station site needs further study.** If the drop off is lower, perhaps connector roads to West Station could be shifted west via Stadium Way Connector and West Connector rather than the East Drive Connector and Seattle Street Connector to allow use of lower bridges and shorter grades on connecting roads across the site.
- **Urban Design Scope:** We want the urban design consultant to explore and illustrate how future development opportunities can be integrated into the proposed roadway system. The consultant should review and address the points of the City of Boston comment letter, and review the work of the Boston Society of Architects' charrette and the work of the Northeastern design studio in determining appropriate development guidelines.
- **Urban Ring Bus Routing.** The MEPA Certificate for the Environmental Notification Form states that MassDOT is required discuss the design and funding status of the Urban Ring and how the



proposed I-90 project can accommodate or not preclude potential implementation of the Urban Ring. This is a reminder that we would like to see that analysis.

- **Alternative Construction Staging.** Again, as part of the ENF process, ABC suggested several alternative construction staging strategies, and the MEPA Certificate requires that MassDOT evaluate the feasibility of these recommendations. ABC encourages MassDOT to begin that discussion now.
- **Construction Sequencing and Schedule:** We recognize that any sequence and scheduling strategy must consider the timing of available resources to support each phase of construction. We expect that viaduct reconstruction will be a priority, and as ABC has commented previously, we requested further study of viaduct reconstruction alternatives beyond what MassDOT presented in the Task Force process last year. Studies should include possible use of a temporary viaduct allowing reconstruction of the westbound and eastbound Turnpike lanes in their current alignment as well as consideration of at-grade staging alternatives that could allow reconstruction of the Turnpike lanes without a temporary viaduct.
- **Revived Task Force.** We are pleased to learn that MassDOT will revive the Allston Interchange Task Force. We look forward to continuing as a member of the Task Force to work with MassDOT and stakeholders to help make continued progress on this important project.

Thank you for this opportunity to provide an overview of our written comments submitted today.

6294/1 aittp5617

Thanks Nate.



Tom

Thomas J. Nally

Planning Director

A Better City

33 Broad Street, Suite 300

Boston, Massachusetts 02109

Phone: 617-502-6243

Fax: 617-502-6236

Good Afternoon Tom,

I hope this note finds you well and having a good day. Thank you for coming last night and for your comments. I'm in receipt. These will appear in the minutes as they typically have.

Regards & Good Wishes,

-Nate



MEMORANDUM

Nate

When will last night's presentation be available?

Thanks

Joe

Good Morning Joe,

I hope this note finds you well and having a good day. It will likely take a few days to get it to the website as we need to make it Title VI compliant. That said, you're not the only one who asked for a PDF. As soon as I receive it from TetraTech, I'll make you a quick and dirty copy without all the bells and whistles needed for assistive technology.

Regards & Good Wishes,

-Nate

Good Afternoon Joe,

I hope this note finds you well and having a good day. As you requested, here is a copy of last night's presentation.

Regards & Good Wishes,

-Nate



Hi Harry – PDF of the 6/17 presentation is attached.

Ed

Edward Ionata | Senior Vice President

From: Harry Mattison

Sent: Thursday, June 18, 2015 8:24 AM

To: Nathaniel Cabral-Curtis; Ionata, Edward; Michael (MHD) O'Dowd

Subject: last night's presentation

Hi Nate, Ed, and Mike,

Could you provide me with the PDF of your presentation from last night?

Thanks

Harry



MEMORANDUM

Nathaniel

I attended last night's I90 Interchange public meeting. One of the DOT speakers mentioned that the public was welcome to attend future Task Force meetings. Will these meetings be announced through the email list for the project? Also, what qualifications are required to become an actual member of the Task Force? I'm a resident of Cambridgeport.

Thanks,
Peter

Good Morning Peter,

I hope this note finds you well and having a good day.

Yes, taskforce sessions are posted to the website and you are welcome to attend although taskforce business takes precedence and the general public is there in a more observational role. This is in contrast to public meetings where the expectation is that public comment takes precedence and taskforce members are encouraged to listen.

Our taskforce membership from the planning phase of the job had a range of qualifications: members of the local business community, Allston residents with homes adjacent to the job, representatives of local institutions, members of local government and cycling and pedestrian advocates. Cambridgeport, and indeed all of Cambridge was ably represented during our last go-round by Bill Deignan and Suzanne Rasmussen of your city's planning department.

Regards & Good Wishes,
-Nate



Hi Nate,

Thank you so much for the reply with the presentation, as well as the rest of the information - it was all exactly what I was looking for! Apologies for misidentifying the number of meetings.

Best of luck with the rest of the project,

Patrick

On Mon, Jun 22, 2015 at 11:56 AM, Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com> wrote:

Good Morning Patrick,

I hope this note finds you well and having a good day. Please note that we have only had one public information meeting for Allston in 2015, not several. The only meeting you have missed is the one we held last week, June 17th. If you have not already done so, I strongly encourage you to sign up for the project's stakeholder database. Being in this database will make sure you get email alerts about upcoming meetings.

As to the project website, we have a draft update which just needs to be approved for publication on the MassDOT website. I will be checking up on that initiative today or tomorrow. We have had our hands full as a project team getting ready to go into our next phase of work.



MEMORANDUM

With regard to the presentation given on the 17th, I have attached a copy for your review. Please note that we will be making this available over the project website once we set it up to be read by folks using assistive technologies. This is unfortunately a bit of a time consuming job, but it's a requirement.

Regards & Good Wishes,

-Nate

From: Patrick Braga
Sent: Monday, June 22, 2015 11:39 AM
To: Nathaniel Cabral-Curtis
Subject: Update Requested: Allston I-90 Interchange Project

Dear Nathaniel:

I am hoping to follow the Allston I-90 interchange project, and though I am aware that several public meetings have been held in 2015, the last document displayed on the project's webpage dates back to December 2014. I would especially like to see the PDF of the presentation given at last week's public meeting and prior meetings this year. Please advise.

Thank you,

Patrick Braga

Good Afternoon Patrick,

I hope this note finds you well and having a good day. Not to worry, I only made mention of it because people in public processes sometimes get worried that agencies are trying to hide things or blow sneaky efforts by them. We're not doing anything of the sort and I just wanted to ensure the record was correct. As to the presentation, you are most welcome.

Regards & Good Wishes,

-Nate



Good Afternoon Apratim,

I hope this note finds you well and having a good day. We'll be happy to add you to the stakeholder database. We would be looking to have our meeting minutes for the 17th posted during the week after July 4th.

Regards & Good Wishes,

-Nate

From: Apratim Sahay
Sent: Tuesday, June 30, 2015 12:32 PM
To: Nathaniel Cabral-Curtis
Subject: Please add to mailing list

Dear Mr. Curtis,

I am interning with the Charles River Watershed Association (CRWA) and am involved in assessing the impact of the I-90 Allston Interchange on the Charles River. Please add me to the informational mailing list.

Another question: do you know when the minutes for the June 17th Public meeting will be put up on the I-90 Project website? We were hoping to quote Dave Mohler and Chris Canlan's presentations.

best,

apratim.



MEMORANDUM

Administrator Tinlin,

Thank you for extending an invitation to continue my service on the I-90 Allston Interchange Improvement Project Task Force.

I look forward to working with everyone associated with the project.

One of the challenges we face in Allston-Brighton amid enormous change, is to remind those who wish to invest in our community that Allston-Brighton is a neighborhood of Boston and not downtown. Quality of life issues are important in building a stronger community and attracting and retaining long term residents.

I know there has been a great deal of debate as to how this project can advance those goals. At the same time I realize that there is a limit to the resources that will be available to this project. I am a very pragmatic person and have advocated It's time to revisit expectations, to prioritize and to be a positive agent for change.

Back in my corporate days as a Global IT Project Manager, managing expectations minimized frustration and accelerated stakeholder acceptance.

I hope going forward we can refocus on what's important and that the ultimate design reflects a balanced approach that we all can be proud of and that will serve as a model for future multimodal urban transportation projects.

Tony D'Isidoro

Hi Nate,

A suggestion as we move forward with the next round of task force meetings.

Obviously there has been a great deal of discussion regarding transportation funding and what will ultimately be possible for this project.

I think it's important to drill down another level when it comes to budget estimates and share that with the task



force in addition to what funds are secured. It's an important perspective to have.

The budget items could be:

- Viaduct Replacement
- Interchange Replacement
- All Electronic Tolling
- Bicycle and Pedestrian Infrastructure
- West Station (Including Multimodal Access)
- Beacon Park Layover
- Cambridge Street Reconstruction
- Franklin Street Overpass
- Allston Esplanade

Also, the Boston Region Metropolitan Planning Organization in its draft Long-Range Transportation Plan, Charting Progress to 2040 has the project cost at \$460 million. I always thought the number was \$260 million. Could you explain the discrepancy.

Tony

Good Morning Tony,

I hope this note finds you well and having a good day. Thank you for agreeing to join the task force a second time. You are always a constructive presence there and we certainly appreciate your contributions. As I mentioned on the 15th, I've had this reply on the stocks for you for a while, but preparing for last night held me up a little bit so your patience is appreciated.

As you probably will recall from the June 17th public information meeting, we see the project as having three major components: pedestrian/bicycle, rail, and highway. Today, identified in the CIP we have \$160 million. That will help address the structurally deficient Allston viaduct, the bridge which carries the Turnpike between roughly the Commonwealth Avenue Overpass and



the Allston toll plaza. If schedule and/or funding necessitate that we slice that piece off as a discrete project and do it right away, or as right away as such things happen, we would be able to program the needed funds. That approach wouldn't necessarily make the best sense given that it doesn't reflect the work that we have done as a team and with the community. What is not funded are the other elements associated with the job and important to the Allston neighborhood and a multi-modal MassDOT committed to serving all transportation users, the rail and cycling elements. As MassDOT's director of planning David Mohler said on June 17th, the agency is committed to figuring out the funding question so that all of this project can be built. As part of our demonstration to that commitment, we are continuing the plan and design the job as a single initiative.

This brings me to your next point. At our current stage of design, roughly 5%, it's much easier to provide a lump sum cost for a job rather than picking out the elements which make up that figure, but what we do know is as follows. The viaduct and the streets connecting it to Cambridge Street are estimated at around \$260 million. Beacon Park Yard's commuter rail support facility is around \$150. As Mike mentioned at our meeting on the 15th, since being added to the project, through the well-expressed wishes of the taskforce and community West Station has gone from being a clone of Yawkey Station which would have cost around \$25M, more or less, to a much more substantial structure which is how the MPO, and we are getting to a cost of a little north of \$450M along with the MPO.

For the moment, if I can ask you to bear with us, I will leave you with two parting thoughts: at the stage of the project where we are, cost estimates will go up and down for a while yet to come, and MassDOT is committed to advancing this job as a single project. If we have to find ways to stage it, we will, but we are developing the whole package and our goal is to build the whole package. As we get further into our current process, we will be able to provide a more focused financial picture. I hope this brings you some reassurance as we begin our next round of work together. I look forward to working with you further as we get deeper into this effort.

Regards & Good Wishes,

-Nate