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RE: **MassDOT Highway Division**
Allston I-90 Interchange Improvement Project
9th Taskforce Meeting
Meeting Notes of October 15, 2014

Overview

On October 15, 2014 the Allston Interchange Improvement Project taskforce held its ninth meeting. The taskforce is composed of local residents, business owners, transportation and green space advocates as well as representatives of local, State and Federal governments. The purpose of the taskforce is, through the application of members' in-depth local knowledge, to assist and advise MassDOT in developing an implementable design for the reconstruction of the I-90 Allston Interchange, the Allston viaduct and Cambridge Street in the vicinity of the interchange. The chance to reconfigure the interchange as emerged through the opportunities presented by the implementation of All Electric Tolling (AET) and the structural deficiency of the I-90 Allston viaduct. MassDOT sees the project not only as an opportunity to improve safety and connections for all modes of travel in the area around the interchange, particularly along Cambridge Street which has been noted by local resident as dangerous and acting as a barrier between Allston and the Charles River. Another major goal of the Allston Interchange project is to build the new West Station, a new station to serve the Allston community, in the old Beacon Park Yard while providing the commuter rail conditions necessary for the expansion of South Station and the eventual the inauguration of Diesel Multiple Unit (DMU) service along the Grand Junction line from Allston to Cambridge and Somerville.

The meeting summarized herein addressed three major topics: early concepts of West Station, the presentation of Option 3J, the interchange replacement which will be described in the Environmental Notification Form (ENF) as the preferred concept, and 3-D renderings of Option 3J. The ENF will be filed on October 31st. A site walk and public hearing will be held on November 20th as part of the MEPA process under the Executive Office of Energy and Environmental Affairs (EEOEA).

Generally speaking, it is expected that the future West Station will be similar to Ruggles Station on the Orange Line, JFK/UMass on the Red Line and Yawkey Station on the Worcester/Framingham Commuter Line in that a passenger concourse will be positioned above several rail platforms accessed by stairs, elevators, escalators, or some combination of all three. A key difference is that West Station would provide a bicycle and pedestrian access route across the rail lines between the area around Boston University out to Cambridge Street even at such times as the MBTA is not operating. During the conversation about West Station, the provision of noise protections for abutting homes on Pratt Street was also discussed.

Option 3J and the renderings of it were generally positively received. Taskforce members expressed appreciation for the work conducted on traffic modeling and generating the pictorial views of the interchange concept and abutting sections of Cambridge Street. The discussion of both topics as well as West Station highlighted the taskforce's desire and readiness of begin tackling the design details associated with the project. Areas of significant interest for prompt attention as soon as the design period commences include the following:

- Pedestrian experience when crossing the tracks from Cambridge Street to West Station and whether this could be improved by the placement of a deck over the rail tracks;¹
- The exact placement and dimensions of the shared-use pathway from the area around Lincoln Street to the Paul Dudley White path;
- Ensuring that the experience of a cyclist crossing the railroad tracks from Boston University to Cambridge Street is as seamless as possible; and,
- Ensuring that the connection points between West Station and the community are both logical for travelers while respecting the quality of life of abutters.

Two topics of discussion which were revisited from the October 1st meeting were the idea of continuing the taskforce into the design process and full vehicular connections from Babcock and Malvern Street to Cambridge Street. The project team is not averse to the continuation of the taskforce, particularly in recognition of the fact that taskforce members have "officially" requested at least twice that this occur. The issue of continuing the taskforce has been referred to and will be decided by members of MassDOT's senior administration. With regard to a full vehicular connection, MassDOT, the City of Boston, and some members of the Allston community feel this to be inappropriate based on the taskforce's earlier direction to avoid introducing new traffic into residential areas.²

¹ It is worth noting that MassDOT cannot place such a deck as it is not the parcel's owner, however, the agency will do nothing to prevent the creation of this structure by Harvard University as part of the exercise of their air rights.

² See page 12 of the August 13, 2014 meeting minutes. These are available at:

http://www.massdot.state.ma.us/Portals/8/docs/HighlightedProjects/AllstonInterchange/Taskforce_MeetingNotes_2014Aug13.pdf.

Detailed Meeting Minutes³

Opening Remarks

C: Ed Ionata (EI): Good evening everyone and thank you for coming out to 9th taskforce session. I'm Ed Ionata from TetraTech. I'd like to start by reviewing tonight's agenda. First we'll have Matt Cibrowski up to provide an overview on the progress and details of West Station. After that we'll go through the preferred 3J concept which will be filed in the Environmental Notification Form (ENF) at the end of the month. Chris Calnan will follow with a series of 3D renderings and Joe Freeman will finish up with an overview of the Massachusetts Environmental Policy Act (MEPA) and the National Environmental Policy Act (NEPA). Does any have any questions regarding the minutes from the last taskforce meeting? No, all right, in that case, I'll continue.

We mentioned the taskforce influence on the conceptual development at the public information meeting on September 18th but we never got to mention it here. The taskforce has placed significant emphasis on neighborhood cohesion, contributed to the advancement of the urban interchange concepts, integration and location of West Station into the project, incorporation of a shared-use path providing a route from North Allston to the Charles River, inclusion of bicycle and pedestrian connections throughout the project, flexibility for future land use development opportunities, traffic design which discourages cut-through traffic on residential streets, defining the scale of Cambridge Street including sidewalks, cycle tracks and on-street parking to create an urban streetscape, and a focus on reducing the impact of the interchange roadways on the surrounding neighborhood. All of these influences are clearly evident. At this point I'd like to have Matt Cibrowski come up and give you a run down on the rail operations around West Station.

Discussion of West Station

C: Matt Cibrowski (MC): Good evening everybody. I'm Matt Cibrowski from MassDOT. Tonight I'd like to talk about the rail program development. A couple weeks ago I came to a taskforce session to talk about West Station being included in this project. Tonight I want to go through and give details on how we see West Station developing and the status of where we are. I'll give the same warning that I gave last time; the rail portion of this project is less developed than the highway segment. My presentation is going to be less detailed compared to what you have been seeing for the interchange, so please bear with me. I have about a dozen slides to go through and I'll take your questions and comments at the end. The rail program consists of 3 main components; West Station, the layover and maintenance facilities and other elements. Everything will be identified in the ENF with a minimal design similar to what you see tonight. Tonight I'm going to cover what West Station is similar to, what it looks like and how it will be accessed.

³ 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.

I'll start off with stations to which West Station could be similar. The first basic concept is that the tracks will be below the platform where people access the station. This is common for many Massachusetts Bay Transit Authority (MBTA) stations above ground. Similar to the Orange Line along the southwest corridor, all the stations have the tracks below passenger access. The second key component is that there will be multiple platforms. You will have to do a bit of moving around compared to most of the platforms you are familiar with which are single platforms. JFK/UMass has two separate Red Line and Commuter Line platforms. Another similar type of Station is Yawkey Way. The third component is the location which is really important because it serves as an important connection to bring people across the rail yard from North Allston to Lower Allston. A station similar to this is Ruggles Station which serves as a connection cross to the Columbus Campus. When Ruggles Station is open, people can pass right through. The Red Line stations in Quincy also have connection corridors to get from one side to the other safely.

I want to discuss some of the lessons we've learned from those similar stations. The first is the importance of simplifying the layout and multimodal connections. We are striving to make those connections as close to each other as possible. It is important for us to minimize the distance and time to get to the station in order to function appropriately. We want to make this a connection for the neighborhood outside of the station even when it's closed and we considering it as a non-transit connection. We don't want to create a pathway that leads nowhere. Let's move on to what the station is going to look like.

The image shown here is a very basic drawing of West Station. Please don't read into the architectural design. On the ground level there are 4 tracks. To the south are the Boston University buildings and to the north is Cambridge Street. In order to access the platform you will first access the Station on the mezzanine level above the platform and then take either the stairs or an elevator down to the platform. This is as far as we've come in terms of what the Station may look like. I want to move onto how we will get to the Station. The image shown here is a blown up version of 3J-3. The two pink lines are the Station platforms and the surrounding purple lines are the rail storage areas. We have been working to push the platform as far to the east as possible and hopefully it will line up with some of the cross streets including Ashford Street and Malvern Street. Pushing the Station as far east as possible also helps us meet some of our shared priorities and primary project goals.

- C: Anthony D'Isidoro (AD): There is a huge development happening at Malvern Street. There is a huge apartment complex going in there. Malvern Street isn't very residential now, but it will be.
- A: MC: We will take that into consideration, maybe Tad can provide some of the Boston Redevelopment Authority (BRA) filings. There is a difference between wanting to be close to the Station for convenient access and being too close to the station where it is a nuisance. It is important to strike the appropriate balance.

Q: Matthew Danish (MD): Who owns the links up to the back of the property line?

A: MC: As far as I know, those links are privately owned and we are aware that it is something that needs to be worked out as the design goes along.

C: MD: Okay.

C: MC: Let's talk about how we get around the project area. There are 3 key components. The first is walking from the Cambridge Street side towards the shared-use path and further to the station. This is pretty straight forward in terms of the connection to the loop ramp but Chris Calnan has some graphics later in the presentation that will show the connection in further detail. The second component is making the connection across the Station to Malvern Street or possibly Babcock Street depending on what the design dictates. We are interested in hearing people's opinion on that. The final component is the connection to the shared-use path. Right now we are thinking about different ways to have a good design that keeps folks from feeling like they are under the highway. We will continue to look at this further into the design phase. The last image I want to show is a zoomed in version of the Station. The pink lines are the Station platforms and the blue boxes are the 3 mezzanine platforms across the tracks. You will be able to walk across each of the blue bridges to access Malvern Street.

C: Wendy Landman (WL): What you are showing is clear and helpful. My big concern that I hope is addressed in the ENF is the distance of the connections north of the Station for pedestrians. If you look at the distance cross the tracks to get to the neighborhood on the north side it is comparable to the distance from Huntington Avenue to Massachusetts Avenue Station. Walking that distance on a bridge is not a walk people are going to make. In order to understand how the station will work and generate ridership I think we need to understand what the north connection will be like and what it will take to get platforms over the tracks. We need to at least have some numbers in the ENF and hopefully the Station will change the mode shift patterns. This is a significant investment. The request is that we have the information in the ENF so we understand what it will take to make it a successful transit station.

A: MC: We have some good 3D models to show you towards the end of the presentation that will help show those connections.

Q: AD: If West Station is going to be a component to this project it must consider the community aspect. I would like to advocate for you to go in front of the Allston Civic Association and the Allston/Brighton Neighborhood Association and give a presentation to hear the logical entry and exit points from their perspectives. What is your involvement with the construction and design of the Brighton Station?

A: MC: I'm not the construction guy for the Brighton Station further to the west, but I am aware of what's going on out there.

Q: AD: Is MassDOT involved with that at all?

A: MC: Yes.

Q: AD: Is there anything that can be leveraged from the work that has been done to date from that project?

A: MC: We can certainly take a look at the plans for that station to see what if anything is applicable.

C: AD: I know there has been a lot of advance work done on the design of that station so it may be useful to look at it.

C: Mark Kadish (MK): It seems like there needs to be some kind of vehicle access to connect into the loop road. All the traffic is going to come into Allston and it looks like a short road off of Commonwealth Avenue. I don't know if they are privately owned by Boston University but this may be an opportunity to help the traffic.

Q: Glen Berkowitz (GB): I think it's fair to say that from the first taskforce meeting a large number of taskforce members have talked about 2 separate issues. The first issue is the address the connection over the rail yard. If we have a loop road for motor vehicles to access the north side of the Station why don't we have a loop road to access the south side? A separate issue but also having been talked about since the beginning is if we don't provide a north-south connection for the next 100 years cars are going to have to go through the worst intersection in the area. This project will be doing nothing to better the traffic. Why aren't we providing this connection? Why haven't we addressed that in the taskforce to date? You showed us 1 slide for 5 minutes in a presentation and said it couldn't work. Are there any taskforce members that have said they don't want to see a vehicular connection from Boston University across the alignment to the Allston side?

C: Elizabeth Leary (EL): We have had outside discussion about this and we have some major concerns with that. There is an elderly and disabled housing facility on that street. I don't want to say it's off the table but making a residential part of campus a cut through for the Massachusetts Turnpike is a major concern for us. It's not off the table but access to a new station in that area is of course a concern.

Q: GB: I think we would all appreciate the complexity of that discussion and I hope your organization would also understand the community's issues; there are large transportation planning issues at stake. My last comment is a financial one. Are you contributing to the funding of West Station and is it true you are conditioning your contribution of the funds to having no motor vehicle access?

- A: EL: I can answer the first part which is my understanding that Boston University has had conversations discussing the context of West Station and we are support of it. The second part is that I am not ready to discuss anything more than that.
- Q: GB: Is there anyone else representing your organization or anyone else from MassDOT who would be willing to share with us whether there has been any condition or funding to West Station that would prevent this taskforce from having entertained the ability to provide some kind of motor vehicle connectivity from the Commonwealth Avenue side to the Cambridge Street side?
- C: AD: As we get to the planning that directly impacts the community I'd like to re-advocate that there is another venue that needs to be consulted. As great as the taskforce has been, if there are impacts to the community they have to go in front of the neighborhood groups. There are points in this project that will impact the community and there are also West Station impacts that will directly impact people. It's true the taskforce can come up with recommendations but people in the community have the right to review suggestions and bring their own suggestions across to the project team. I just wanted to re-emphasize that.
- C: Name Not Given (NNG): I have an easy solution; run the connection along the green arrow. There is space between the Boston University Road and the tracks. Near the big Boston University building I don't see anything wrong with cutting right through there. Boston University has been spreading out, they just built a parking garage that already is increasing traffic.
- A: MC: At the very beginning I said these are not engineered arrows. The second portion of the rail program is the trail portion and lay over area. This first is rail storage. This concept image is here to show the space needed for layover vehicles. There will be approximately 14 to 20 consists that we will need to provide layover infrastructure for. The second part of this is the crew quarters. The train crews need a break room and also need to be off the train for a certain amount of time. The crew quarters could be in some kind of trailer or small building; we're not exactly sure what it will look like yet. The last part of this is space for inspection activities. The MBTA has to do this every year for every train that runs in service. In order to inspect the train you have to engage all the brakes which requires someone to be under the train. In order to safety do this we are planning to build a pit-track which would allow someone to walk under the train and inspect it. These are some of the infrastructure and structures you will see as part of the ENF.
- The last factor I want to mention is that we must maintain the connection to Houghton Chemical and consider designing for multiple tracks to Cambridge so we can provide future service. We are looking to design West Station to be as flexible as possible, to allow for future plans and future development. Throughout all of the planning we will be looking at ways to protect the abutting homes and make sure those homes are considered in terms of noise and vibration.

Q: Harry Mattison (HM): Matt, could you talk about the noise wall and how that will help abutting residents?

A: MC: While looking at the layover portion from the South Station expansion we discovered there would be a high noise impact on Pratt Street. Right now there is a chain link fence and our plan is to build a noise wall to replace that.

Q: Wayne MacKenzie (WM): I'm on Eatonia Street and the sound travels quite a bit. Will the maintenance be a 24 hour operation? I'm concerned the noise is going to drift over from Cambridge Street.

A: MC: Typically you will see day time operations at the site. At the end of the day the trains will "sleep" in Worcester.

Q: HM: Will a noise wall do anything for people on the 2nd and 3rd floor of houses?

A: MC: We don't have specifics as to how high the walls will go but we look into the types of noise protections that will need to be provided. We have a guide manual on how to best mitigate for noise impacts.

C: HM: My point is that a 10 foot high sound barrier isn't going to help against noise on the 2nd floor of a house. The existing commuter rail is good for Greater Boston but bad for people on Pratt Street and Ashford Street. Also, Glen didn't get an answer to his question, could you report back since no one from Boston University wants to answer?

A: EL: Boston University is having ongoing conversations regarding the financial participation to West Station. I don't have an answer. Boston University is trying to sit down with the MBTA.

C: HM: It's simple to say that Boston University is ready to financially support West Station. You don't have to say that the negotiations are finished. Could you get us an answer to help clarify the rumors that are going around?

C: EL: Point taken and I will try to get you an answer.

C: Alana Olsen (AO): I know you didn't do a detailed design of West Station but I have a question about the loop road. Why are there only two access points? Why aren't there other areas? I don't know if it's impossible to make a quiet station but I would like to explore and understand that further. I'm sitting here thinking this is the last taskforce meeting and we still don't have a clear answer on that. I think some people have made great points but I'm concerned about the loop road and the construction of the Station. I think you should also deck over the train storage area.

A: MC: We recognize your concern and there are plenty of things we know we need to address. There are lots of things we still have to do in order to figure out what the future holds for a taskforce and continuing the conversation.

Q: AO: Can you answer my question as to why the loop road connects at the 2 points? I feel like we are building Boston University a train station and we are not building a train station for Allston.

A: MC: Honestly, we've been looking at bringing the Station away from the backyards of the houses which as influenced where the connection points to the Station are going to be.

C: AO: I don't feel like the Stations appearance has been explored enough. A commuter rail station looks a lot different than a Green Line Station.

Q: Jessica Robertson (JR): If the MBTA's intention is to move away from the neighborhood houses, why not build an enclosed station?

Q: Galen Mook (GM): Instead of building a new station, why not use Regina Pizzeria?

A: MC: I think we are beyond that and I think we can have a more detailed conversation. I would say there are a couple things to think about first. There are no ways to make a train station silent. There is no way to make it have no light or put off no vibrations. We've talked about the connection to Babcock Street but you have to remember that people are going to be walking by your house to get to the Station; some people like it and some people don't.

C: AO: What I'm trying to get at is when we first started talking about the goals and criteria for the interchange portion it pointed back to the quality of life issues. We need to do something similar for West Station. If we want to increase ridership and have a successful station we need people to use the Station and feel comfortable doing so.

A: MC: I agree.

C: Matthew Danish (MD): This is a great conversation. The historic center of Allston and what Allston was founded on should be further examined. I understand that the old station can't be used but I think it should be further examined why the Station can't be closer to the highway. My second question is, how are buses going to access the Station from the south?

A: MC: The answer remains the same which is we are still looking into it.

C: MD: It sounds like you're saying there won't be bus access from the south.

A: MC: At this point we haven't looked at roadway connections from the south of the Station.

C: MD: It doesn't make any sense to have a bus route from Harvard Square to West Station. A bus route needs to run from Harvard Station to the Longwood Medical area.

A real bus route will ride all day from Harvard Station to the south and through Commonwealth Avenue. There are so many more issues, we can't possibly end this conversation now.

C: Paul Nelson (PN): I wanted to find out if there has been a service plan for buses and if the current loop road is the best connection in coordination with that plan. It is a difficult area to come across and I don't want to close the door on the access to the Station. With the alignment and the ramps I want to make sure we still leave enough room to be flexible in the future.

C: NNG: Boston University lied to the zoning board to gain most of the property rights. You should put West Station near the Police Station. We need to protect all of Babcock Street; I don't know why you didn't visit the idea of Regina Pizzeria.

Q: GM: It's great that West Station is a part of this project. Is the only north-south connection for bicycle and pedestrian through West Station?

A: MOD: The north-south connection will be at West Station but independent of the Station itself such that it would be available to cyclists and pedestrians at times the station is not open.

C: GM: In order to access West Station are you suggesting that if I'm on a bicycle I would come down Malvern Street and have to get on an elevator to get over the Station?

A: MC: We said elevator earlier but if people would prefer a ramp we can do that.

C: GM: You're asking for input and feedback. I would recommend a ramp structure. If this is truly a multimodal project which you're tent card suggest you need to make it an easy, low-grade and attractive connection for cyclist to get across the rail yard.

C: JR: If there is only going to be one bridge structure you need to think about it as a through way for pedestrians and bicycles.

C: MC: We hear your concern. At this point I'm going to pass it off to Ed.

C: EI: When we file the ENF it will include Options 3J-1, 3J-2 and 3J-3. Mike will cover each alternative and give you a better definition of the concepts which I think will help your understanding of the ENF. We have one more meeting coming up on November 5th. We are planning to file the ENF on October 31st. After our discussion tonight I think most of you have a pretty good idea what is in the ENF and what is not. The ENF will crystalize what is in the future of the project and what is not. At the meeting on November 5th everyone will receive a copy of the ENF and we will discuss the comment period and how to best approach that.

C: WL: It sounds like what we are coming to is the multimodal part of the project that the taskforce originally said they wanted to see at the beginning. It puts a heavy burden

on the project team. I don't think it's a good idea to file the ENF that is only a segment of the project. We've been discussing the street layouts and the highway; if we don't get to some of the things around the table it's going to be very hard to get comments that address specific details.

A: MOD: We are not looking to do this in segments.

Q: WL: What about our question regarding bus access across the Rail Yard, will those questions ever be answered?

A: MOD: It will be discussed in the ENF and open for comment. A certain amount of that discussion will be laid out for the next phase of the MEPA and NEPA process. We will be discussing the elements that have been brought up by the taskforce team and presenting the pros and cons for each topic.

A: EI: There will definitely be items in the ENF that will discuss those topics further.

Q: WL: Will you have traffic projections with and without a proposed north-south access road.

A: MOD: Not in the ENF.

C: EI: We will have that in the EIR. All of the concerns we have heard from you will be in the ENF and we will continue to further develop those aspect of the project.

Q: WM: Did we ever get confirmation that you are going to bring forward the issues of one-way and two-way streets to the Allston/Brighton Civic Association?

A: EI: Since we are going forward with 3 alternatives we know the issues of one-way versus two-way will be scoped for each alternative. We will be having quarterly public meetings and I'm sure MassDOT will reach out to those organizations. There won't be any final decisions in the ENF. The purpose of the ENF is to say this is the kind of project that we are proposing, here is a list of preferred alternatives and here is a list of issues that need to be further worked out. We expect to get comment letters that say we need to further evaluate this or that.

Q: NNG: Does the scope of the ENF include moving the Massachusetts Turnpike and building West Station?

A: EI: Yes, West Station is less defined compared to the interchange.

C: NNG: It's my understanding that as part of the ENF you will be analyzing the impact of West Station and the shifting of the Turnpike. Those two things seem like major impacts.

- C: EI: The best way to think about what is in the ENF is to think that everything we've shown you on the plan view drawings will be in both the ENF and the EIR. As it's been said before, we are around a 5% design level right now. As we move through the EIR we will get to a higher level of design.
- C: JR: In my opinion what the taskforce members have been asking for has been a big evolution. We are going to have a new governor and we have no idea what that person will think of what we have agreed upon. I think we should put as much as we can into the official document as possible.
- A: EI: The ENF is a great document that will define the scope of the project. Writing in comments is the best when they are easy to understand. Keep your comments crisp and to the point, we'll discuss this more at the next meeting. I'm going to pass it off to Mike Hall.

Presentation of Interchange Concept 3J

- C: Mike Hall (MH): Good evening, I'm Mike Hall with TetraTech. A lot of what I was planning to say as already been a topic of discussion tonight. Joe Freeman and I are going to talk about the ENF and the alternative 3J. You all know it's been an evolution to get to where we are and it's easy to see looking at the names of the alternatives; we're up to 3J. Screening the alternatives has been based on preliminary traffic numbers. The next step in the EIR is to complete our analysis based on the CTPS traffic modeling effort. CTPS's models will help give us numbers that we will analyze from a micro perspective. Alternative 3J-2 has two-way streets and the intermediate road as a one-way pair. Alternative 3J-3 would have that same road as a two-way pair. A lot of the issues that the taskforce has brought to attention will be put into the ENF and evaluated further. As Ed mentioned, everything will be spelt out in detail in the ENF. There is a one-way street that connects to all of the alternatives and we can bring it forward to connect to the westbound ramps. If you recall from our previous meeting, we had arrows showing the traffic movements to and from the highway. Dispersing traffic and reducing the traffic along Cambridge Street is part of all of the alternatives. All of the options in the EIR will include a shared-use path and bicycle overpass. The difference between the alternatives is the location of the shared-use path. In alternative 3J-1 the shared-use path runs from Lincoln Street under the Cambridge Street overpass and along the Turnpike to the Paul Dudley White path. In alternative 3J-2 the shared-use path runs adjacent to the parallel road and out to the Paul Dudley White path further north. Alternative 3J-3 has the same location of the shared-use path as 3J-2. The last thing I want to touch on is the state highway access line. We still don't know where that line is and it was something that came up at the last taskforce meeting. At this point I'd like to turn it over to Joe Freeman.
- Q: MD: I don't understand the people's pike slide. Why does option 3J-1 show the shared-use path along the highway and the others do not?

A: MH: In case we don't have a road through the middle of the parcel, the shared-use path would be an uninterrupted connection to the Paul Dudley White Path.

Q: MD: Why couldn't it be done in other cases?

A: MH: It could but we wanted to provide an option that got people away from the highway noise.

C: MD: I'm very curious to see where the shared-use path will end up. We want to know what the people's pike will look like and its characteristics.

A: MH: On options 3J-2 and 3J-3 the shared-use path will be adjacent to the parallel road south and most likely it will have a multi-tread way component to separate pedestrians and bicycles. It's difficult to have the underpasses given the grades so we will likely have at-grade crossings.

C: JR: We only have one more taskforce meeting left. Are we going to have public information meetings? It would be nice to have a one-for-one list comparing tunnels versus at-grade crossings and other important tradeoffs.

C: MH: We have been trying to screen down the alternatives. We are trying to reach a framework and put land development into it. We are trying to create a skeleton which we can build the alternatives from in the future.

C: JR: I think we have been very productive as a taskforce and we can continue to be productive as a taskforce.

A: MOD: We will continue to have productive working sessions. I'm asking you to write your comments into the ENF document. We will determine the most appropriate way to incorporate the feedback we hear from you into the future design. I don't want people to have the impression that this is their last crack at the process. The fact that we have arrived at alternative 3J is significant.

C: Bruce Houghton (BH): You've given that answer a few times and I don't understand it. I know a highway is going through our neighborhood but most of our concerns are relatively undefined. I'm not hearing a clear answer from you about a community meeting. I don't want to see a meeting like the Jackson Mann where you collect all of the comments. The taskforce is telling you that it this has been a productive process and right now there is no defined continuum. We are looking for a defined continuum as you reach to conclusions and right now it feels like it is up in the air. We would like to continue to meet in a format that allows give and take, agreement and argument, and more in-depth discussions. What in your mind is the format for making sure this community has comments before you come to a conclusion?

A: MOD: We can't reach a conclusion on any design elements until we have listened to all of the taskforce members.

- C: BH: The taskforce has stated many times that it has not reached a decision. The community format for the important issues is inadequate. I know you love these meetings but you're not giving us adequate input. You're going to build your highway and we want more in-depth answers. We want more than emails in the morning; we want to participate in a more in-depth way.
- A: MOD: I encourage you to write that in your comments. This will not be the last time you have a voice and we will address your goals and objectives as I said the first time we met.
- C: BH: I look forward to meeting you in this format in the near future.
- C: Tad Read (TR): I want to go back to both Bruce and Jessica's point about the future role of the taskforce. I think it makes sense to continue the taskforce because there is still a long list of issues that I think are going to take an even longer time to work out.
- Q: GB: Is it possible to file in the ENF the creation and future existence of the taskforce? Is it possible language of a future taskforce in the ENF?
- A: EI: It's possible to include any type of language in the ENF.
- Q: GB: Do any taskforce members view or believe our work here is done?
- C: David Loutzenheiser (DL): All those in favor of continuing the taskforce raise your hand.
- Q: GB: Is there anyone who doesn't want to continue the taskforce? Will MassDOT consider continuing the taskforce? Will MassDOT agree to include language in the ENF that allows the continuation of the taskforce?
- A: MOD: MassDOT agrees that we will continue to meet and hold public meetings to receive feedback.
- Q: GB: Are you willing to include language that simply states that MassDOT commits that the taskforce will continue and the taskforce process will continue.
- A: MOD: That decision is made on a higher level than me so I cannot commit to that.
- Q: AD: Is your concern that the taskforce will slow the process down?
- A: MOD: Absolutely not. We need time to be able to develop different approaches and it can't be achieved if we continue at the rate we are moving at now. It sounds like what you are asking for is a taskforce for the design process.
- C: AD: It would be helpful at the next meeting to have a document that is handed out to the taskforce that gives your best guess for when those meetings will take place.

C: MOD: I've mentioned that in private discussions with the team but you're right, we should have something for you. I can tell you that a 6 to 8 week window is a more reasonable timeframe for us.

C: JR: None of us have the desire to keep meeting at this rate and spending our Wednesday nights here.

Q: DL: The BSA prepared a charrette with a number of good concepts and issues that your scope doesn't dive into. How will those ideas refine these options and the details of the urban interchange design? How will that decision be made?

A: MOD: It's an evolving process and it allows us enough flexibility to incorporate new ideas as we move forward. They all address critical components and it does not preclude any future developments in the future.

C: DL: An example is the shared-use path. It could cut in sooner than you are showing it now.

Q: BD: Will part of the ENF cover the connection to the Grand Junction and the noise that may be generated from a new Station?

A: MOD: As we progress and get into finer details we will look into that more. There has already been advancement from the South Station Expansion project in terms of noise models and we are following on the heels of that.

C: Fred Salvucci (FS): I want to make the suggestion of simplifying the ENF. I don't think from any prior discussion that there was any real support for Option 3J-1. It might be better not to have that option. I think having too many options in the ENF is going to make it a confusing document. I think a lot of really good work has been done but if there is no support it should not be included. I also suggest leaving the intersection of Cambridge Street and Soldiers Field Road out. You can conceptualize the two-way street option and start with 2 two-way streets. In a way you are building the physical infrastructure. If you can get the number of alternatives down to 1 option that would allow you to show more flexibility. I suggest that the People's Pike has a 3rd option. The location of the People's Pike in the 3rd option would be somewhere in the middle of the 2 options you are showing us now and it would look more like what the BSA charrette put on the table. In summary my 2 suggestions are to simplify the ENF and to add a shared-use path option in the middle of the two options you are showing now. I want people to comment on that.

C: MH: Up until now we've analyzed option 3J-1 with our preliminary numbers and I'm wondering aloud if it's premature to take that alternative away when the CTPS numbers may bear out to less than our numbers for example. I don't want to take a choice away from the public and from the taskforce.

- C: FS: The issue for me is one of flexibility. The CTPS model doesn't talk to god; they are making another guess based on a complicated model. You're dealing with a range of different possibilities and you're better off with the option of 2 two-ways.
- C: MH: As we go forward you will see that in our analysis of the EA and EIR.
- C: FS: It may not be feasible and it may not end up going through a full EIR process. The EIR process can take years and it doesn't enhance the participation; people get sick of it. This has been a good process and it would be advantageous if we could not have an EA and an EIR. If you continue at the pace I know you want to but you keep carrying multiple options you're never going to get the design built.
- C: MH: The environmental people are saying that we are required to do an EIR and EA.
- C: FS: You're not required. Depending on how good of a case you make in the EA you can either have a simple or a complicated process.
- C: MH: We're not having a traffic analysis part of the ENF scope. We purposely kept this at a very basic level so we can receive comments. I personally have a lot of faith in this group that they will understand the difference between 3J-1, 3J-2 and 3J-3.
- C: FS: You can still include the middle option for the shared-use path similar to the BSA charrette. It will give people more confidence in the design compared to having the path up against the highway.
- C: EI: I think this is a good segue into Joe's presentation.

Discussion of the Evaluation Matrix

- C: Joe Freeman (JF): Good evening I'm Joe Freeman. The matrix shown behind me will be filed in the ENF. I wanted to make one further point about the question of whether we have to file an EIR or not. Under the MEPA regulations there are thresholds and mandatory EIR thresholds. If we meet or exceed one of those thresholds it's not a discretionary call on the Secretary's part. You are required to do an EIR unless the department asks for a waiver and the Secretary grants that. We do exceed the mandatory threshold and at this point we are assuming an EIR will be required. We have moved through 10 urban interchange alternatives; 3A through 3J. Very simply, red is bad and green is good to paraphrase Gordon Gekko. As we've moved through the alternatives you can see that they have received more green approval ratings.
- Q: AO: Did you remove the evaluation criteria of a north-south connection?
- A: JF: No. We're looking at traffic operations, multimodal connectivity, land-use, cost and scheduling issues, and our favorite issue of meeting the purpose and need. As we take a closer look at options 3F, 3G, 3H, 3I, and 3J we see more green. The point I want to make is that this matrix and the scoring detail meets our shared priorities.

C: AO: I'm curious about the north-south connection.

A: JF: That was one of the issues we looked at under the broader category of community cohesion and it has been factored into our evaluation.

C: AO: Could you explain the rationale why all of these are neutral or passing on that?

A: JF: All of these alternatives provide improvements over existing conditions. We had 16 alternatives; we can't look to carry out 16 alternatives. We need to focus on what we think is the best alternative.

C: AO: My point is that none of these improve north-south vehicular connections. I don't understand how it gets a white circle; it was one of the criteria's we mentioned from the beginning.

A: JR: It's not a positive but I also can't say that it's a negative. It's not stand alone criteria.

C: AO: Thank you.

Discussion of the 3D Renderings of Option 3J

C: Chris Calnan (CC): Good evening everyone. We've got some 3D renderings we are going to share with you tonight. We have some models to show and I wanted to mention that we are early on in the process. A lot of work still needs to be developed as to what West Station will look like and as the project advances we can add that detail into the model. We hope this will be used as a great visual tool for taskforce and for the public to look at. The first image is an existing aerial. What we've done with this graphic is shown the new connections to West Station. We have shown the pedestrian connections, the realignment of the I-90 mainline, and the shared-use path. The second image is another aerial view of the interchange itself. The areas shown in green are sloping roadways and you'll see that those climb. The next view is a perspective looking southwest across the interchange near Houghton Chemical. In this image you can see the sloping roadways in front of us and as you notice the view-shed isn't wide open. I know a lot of folks have talked about that view-shed as significant, but it only exists today because the parcel is wide open. In the future, it will be filled with buildings so some or all of that will cease to be. The next image is a view looking east and it gives some early indications of what West Station could look like. This next image shows the bridges over the rail yard look east towards the Cambridge Street overpass. The next image shows the viaduct and the transition down to grade. The pedestrian-bicycle bridge will get more detailed and as you can see there is a significant increase in usable parkland here. This next image shows the East Drive connection. This is one of the roads that is around 3.5% grade and less than the Seattle Street connector. This last image is a perspective on Cambridge Street looking southwest towards the crossing over the Turnpike. We wanted to produce this model

based on your request and to show what things can look like in the future. As aspects of the project evolve we will be able to update this model. I hope that this model will give you a better perspective in the third dimension.

Q: NNG: I know you email the presentation out to the taskforce but will it be made available online?

A: Nathaniel Cabral-Curtis (NCC): Yes it will. The issue is that we have to make the presentation ADA accessible before we post it online.

C: JR: Thank you for doing this, I know it takes a lot of effort. I'll reserve most of my comments to the details of design. It has really illustrated the point of the loop ramp and the streets for people to get from Cambridge Street to West Station. It reminds me up going up to the airport. I want to make another mention of some kind of exploration of decking over the rail yard.

A: JF: That can be further explored in the upcoming MEPA and NEPA process. This is the preliminary project timeline. You can see the environmental filing as we enter the 4th quarter. MEPA and NEPA are separate but we will be filing them as a combine document. We will be filing the ENF on October 31 and the outlined scope of the EIR will be issued on December 5th. The first step for the NEPA process is to make a class of action determination. We will prepare a combine EA and draft EIR document. As we continue forward the process will be for public review and public comment.

Q: NNG: Are you considering extending the comment period for the ENF?

A: MOD: We are going to allow that decision to be made by the Executive Office of Environmental Affairs.

Q: NNG: Could you tell us the website address again? I could not find it on the MassDOT website.

A: NCC: The fastest way to find the project website is to Google I-90 Allston Interchange.

A: MOD: If you go into MassDOT's homepage you can also find this project under a tab labeled highlighted projects.

C: NNG: Thank you.

C: EI: Thank you to everyone who came out tonight, we are now adjourning.

Next Steps

The next taskforce meeting will be held at **6PM on Wednesday, November 5th at the Fiorentino Community Center**. The Fiorentino Community Center is located at 123 Antwerp Street in Allston. The project's MEPA Hearing will take place at **6PM on Thursday November 20th at the Brighton High School**. The Brighton High School is located at 25 Warren Street in Brighton.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
John	Allen	Community Resident
George	Batchelor	MassDOT
Joseph	Beggan	Task Force Member
Glen	Berkowitz	Task Force Member
William	Brownsberger	Task Force Member
Preston	Buehres	Community Resident
Steve	Bushnell	Task Force Member
Jim	Cerbone	MassDOT
Matt	Ciborowski	MassDOT
Jim	Curley	Task Force Member
Anthony	D'Isidoro	Task Force Member
Matthew	Danish	Task Force Member
Bill	Deignan	Task Force Member
Stacey	Donahoe	MassDOT
Rochelle	Dunne	Task Force Member
James	Gillooly	Task Force Member
Mark	Gravallese	MassDOT
Mark	Handley	Task Force Member
Lydia	Haysle	Community Resident
Kevin	Honan	Task Force Member
Bruce	Houghton	Houghton Chemical
Marc	Kadish	Task Force Member
Wendy	Landman	Task Force Member
Elizabeth	Leary	Task Force Member
David	Loutzenheiser	Task Force Member
Will	Luzier	Task Force Member
Wayne	MacKenzie	Task Force Member
Harry	Mattison	Task Force Member
Galen	Mook	Task Force Member
Tom	Nally	Task Force Member
Paul	Nelson	Task Force Member
Alana	Olsen	Task Force Member
Seth	Parker	Community Resident
Tad	Read	Task Force Member
Jessica	Robertson	Task Force Member
Fred	Salvucci	Secretary of Transportation (ret.)
Steve	Silveira	Task Force Member
David	Watson	Task Force Member
Alan	Wu	Community Resident

Appendix 2: Meeting Flipcharts⁴

Chart 1:

Q: Malvern Street huge residential development going there. Happy to see that going as far east as possible

A: Will work with the Boston Redevelopment Authority to work that into the project. Balance between access and station in back yard.

Q: Who is owner of access on Babcock Street and Malvern Street?

A: Currently private. Need to work on that further.

Q: Like what you are showing seems reasonable. Want to see connections for pedestrians over to Cambridge Street and how we make them comfortable. Not a walk people will make if uncomfortable. Need to understand platforms over track and have number of square feet in Environmental Notification Form.

Chart 2:

A: Understood. Late in PowerPoint, Chris has some renderings on that.

C: West Station must go through community organizations, Allston Civic – Brighton/Allston Civic need press and feedback (yes, we can do that). Any involvement with new Brighton Landing Station? Anything to borrow?

A: Can look at it. Will review it, Yawkey Way and others.

C: May need to be vehicle access over Babcock Street and Malvern Street. Need to pull traffic off Harvard Avenue. Own Sunset Grille and trucks need to take long loop.

C: Fair to say that from 1st task force session, we have talked to DOT about vehicle connections from Babcock Street and Malvern Streets. Also related if no vehicle access along this access will have to travel this route for 100 years.

Chart 3:

C: Continued. Said grades don't work. Has a member of the task force ever said they don't want it (M.C. cannot answer).

A: Elizabeth Leary: Resident program there. Elderly housing. Boston University has some real problems. That's been a concern since day 1.

⁴ To increase accessibility to this document for the visually impaired, transcriptions of the meeting flipcharts have been presented rather than photographs of the charts produced at the meeting. Images of these charts have been made and may be had upon request.

C: Glen Berkowitz hope Boston University understands larger issue of Harvard University and Cambridge. Ask you if you Boston University are contributing to West Station and if yes, are you conditioning that on no vehicle access.

A: Boston University supports West Station. That's all I know.

C: Glen Berkowitz anything on this from DOT?

C: Anthony D'Isidoro: When we get to planning that impacts residents, need to go to Civic Associations. If we impact communities have to go to those people. People on those streets will impact these people.

Chart 4:

C: Run roadway through short green arrow. Put it through plant services road. Boston University been spreading out and it's time for a little payback. Alcorn Street a cut past abortion clinic and Boston University parking lot creates traffic. Can put something there.

A: Understood, but Environmental Notification Form will not show a vehicular connection and we will discuss it.

Q: Noise wall, what sort of abutter relief?

A: Looked at in South Station Environmental Notification Form. Discovered impact to Pratt Street and Wadsworth Street. Would build a sound wall here.

C: Wayne MacKenzie is concerned about noise coming up Etonia Street.

A: Less noisy than CSX Rail Yard. MBTA doesn't make up trains here and lighter vehicles. Daytime operations here primarily.

Chart 5:

Q: Can someone in 2nd or 3rd floor see over wall?

A: Not sure yet. Need to study and figure out with Federal Transportation Authority manual and scale. Will tell us what we need.

C: 10' sound wall won't do anything for 2nd floor. Good for greater Boston, bad for Allston. Needs to be more than minimum. Glen didn't get answer on Boston University conditions.

A: Elizabeth Leary: Ongoing Boston University conversation. Don't have all answers yet. Like West Station, but won't have an answer for a while. Point taken will try, but negotiations ongoing,

C: Lot of questions about loop road. Why there? Is it impossible to make quiet train station? Want more discussion on this. Concerned on quality of life. Decking over storage.

A: Recognize ongoing issue, will continue.

Chart 6:

Q: Why is station close to Boston University and not Allston/Brighton?

A: Noise issue. Get it away from Pratt Street.

C: Want to investigate this further.

Q: What about further west and enclosed?

A: New train station is going here. We can talk about it. No way to make silent or dark train station. It's people walking by. Platforms are fixed, but access points can move.

C: Want to do shared goals and direction for West Station. Can't commit fully yet.

A: We'll get there.

C: Great start on conversation. Allston center is historic center on depot. Examine this. How do buses access this (not sure yet)? Raised with Bus Rapid Transit you need a bus route north and south across parcel to Longwood. More issues. Don't see how we can end this in one meeting.

Chart 7:

Q: Any thinking on future bus service planning want to ensure most flexible bus access to station? Don't delay them.

A: Okay. We will look into that.

C: Suggest location on Buick Street and Agannis Way.

Q: Happy with this. Am I to believe only north-south connection are via station?

A: Yes but independent of the station. Open when MBTA is not.

C: Would want to see more.

Q: On bike, do I need to dismount?

A: There is some sort of ramp transportation. Can discuss.

C: Recommend ramps structures so cyclist don't have to dismount and get there crowds in station. Easy, low-grade and attractive.

C: If this is only structure, needs to be "through street for bicycles." No dump in mezzanine.

Chart 8:

C: Input of task force and DOT, DCR, MBTA becoming multimodal. Not a good strategy to be just one section of the process. If we don't do things people want, won't get to specific questions.

A: Will be whole, multimodal filing.

Q: So will you answer things yes or no?

A: We will discuss. Will discuss all the things to present these issues.

A: At about 5% design.

Q: Will you have traffic projections at this phase?

A: Not at ENF, at DEIR and EIR phase. This is why we need to develop them more. You can't commit on what's not shown.

C: Before you decide on things, need to see Allston Civic.

A: Will go into ENF with 3 alternatives. Will be scoped for detailed analysis and more public input. No decisions in ENF, scopes further effort.

Chart 9:

Q: Scope of ENF includes Turnpike and West Station?

A: Yes and major taskforce push.

Q: So you'll analyze Turnpike more and Station?

A: Yes. Everything on Mike's drawings is going to be in ENF.

C: Big evolution. Lots of taskforce input here. Thank you. Will have new governor in a few months. Put as much of this in as possible. Say what you will do.

A: ENF scopes project and MEPA given before new governor. Comes in. Scope formalize this.

Q: With PowerPoint, why is one option next to highway and one not?

A: Next to highway is uninterrupted flow. See an opportunity to pull path away from noise.

C: Okay. Good to discuss this and nature of PowerPoint.

A: On 3J2 or 3, adjacent to road, it will be multi-treadway with at-grade crossings. Underpasses don't work mid parcel. 3J1 has underpasses retaining walls against the highway.

Chart 10:

C: Figured out late list are the things we care about, want to plug for more taskforce sessions for detail back and forth.

A: Agreed. Screening down alternatives. Working on urban interchange. Getting skeleton for pedestrian and bicycle development, etc. 3J does the best job.

C: Not disagreeing just want to continue taskforce.

A: MOD: Writing your comment on the ENF document will determine best way. This isn't your last crack. 3J addresses many concerns that are important. Huge moving forward lets us refine this come January.

C: I know a highway is going through and neighborhood concerns are still undefined group wants to keep taskforce to help define these. "Define continuum of taskforce." Want the give and take format. What is your format?

A: No conclusion yet. Whether it's here at Jackson-Mann we can't decide without doing it.

C: Want the taskforce to continue. Community needs to give more input. Jackson-Mann is not enough.

Chart 11:

A: Put it in your ENF comment. Tonight isn't the end. That list is our commitment to develop those elements further. This is a multimodal job.

C: Won't meet again until after ENF. In ENF, we taskforce, will you make a commitment to keep ENF?

A: Possible to include it, but DOT decision.

Q: Do we think our work is done? - Large show of hands (15) opposed (0)

A: DOT agrees to lay out our public involvement plan and say desire of taskforce to keep going.

Q: Will you commit to a taskforce?

A: Will submit the desire. Decision not mine. Taskforce every 2 weeks, can't commit because design needs. We need the time.

Chart 12:

Q: At next meeting ,can you give project time line and when taskforce might meet?

A: Yes. That is fair. We've had that discussion as a team. Need to lay that out. 6-8 weeks more reasonable.

C: None of us want to maintain this pace, nut want to stay involved.

Q: BSA had charrette, issues beyond your scope. How does that get in?

A: We feel 3J1,2 or 3 allows enough flex for all BSA items. Looked at multimodal transportation view but need to account for all stakeholders. All 3J's work with BSA.

Q: Heard 2 track Grand Junction Line in plan, but what about noise into Cambridge and Grand Junction path?

A: Yes. Will address highway, station and rail noise. Need to follow on and look out further.

Chart 13:

C: Don't see much support for 3J1 without south parallel roadway. Lots of good setting down done. Suggest dismissing 3J1. Start with 2 two-way streets and flip to one-way later if needed. Try to get down to 1 option with further flexibility with People's Pike, go for the middle and would look like BSA "Commonwealth Avenue" option. Simplify ENF, add PowerPoint middle option.

A: Analyzed 3J1 without CTPS numbers want to be able to work it in. Maybe Cambridge Street can be smaller

C: Issue is one of flexibility. CTPS doesn't talk to god. Better off with two road option.

A: And the analysis will use to the top.

C: To this degree you can get more agreement the better. This has been a good process. Don't nag this out such that people get sick of this.

A: Not having traffic in ENF. Want scope and count. Have lots of faith in this group to differentiate between these.

Chart 14:

A: Unclear MEPA, trip mandatory EIR waiver unlikely.

Q: Did you pull north and south connection from matrix?

A: Nope. Will over that.

Q: Is north and south connection in there?

A: It's under the broader community cohesion.

Q: So why are all these passing or improved community cohesion?

A: All better than what's today.

C: None of these assume north and south vehicle connection.

A: That's why we're neutral doesn't make it worse because pedestrian and bicycle connection.

C: Thank you for doing this. Reserve most of my comments. Illustrated need to make the sheets from Cambridge Street to West Station nice. Plug for deck.

Q: Will you extend MEPA comment?

A: MEPA to make decision.

Appendix 3: Comments Received – Please See the Following Page

The fall meeting of the ABC Transportation and Construction Committee is scheduled for Wednesday, November 5 at noon at ABC. This meeting should provide an update on the range of projects that we discussed in May. Our meeting in the summer focused primarily on the Commonwealth Avenue substructure and deck replacement that is now underway along the Turnpike Extension.

The agenda for the November meeting should include an update on the Commonwealth Avenue work and Longfellow Bridge. We should report on the work of the Allston Interchange Task Force and the upcoming Environmental Notification Form. And we should update the list of current and future projects that we distributed last spring, and preview any other significant projects in the pipeline.

Please let me know if you are available to attend the meeting on November 5 to report on your project. If you are not available, please let me know who can substitute. I will prepare a draft agenda by next week.

Thanks.

Tom Nally

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Hi Nate,

I'm curious as to why it takes so long for these documents to get posted to the MassDOT website. It took me about 3 minutes to post this presentation to http://peoplespike.com/10-15-14_task_force_meeting.pdf and I would assume that you or whoever posts these has access to the same sort of simple file upload capabilities. Could you shed some light on this for me?

Thanks
Harry

On Fri, Oct 17, 2014 at 9:38 AM, Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com> wrote:

Good Morning All,

I hope this note finds everyone well and winding up the week smoothly. Attached, for your records, you will find a digitally compressed version of the October 15th PowerPoint presentation. A full resolution version will be made available on the project website within the next week.

Regards & Good Wishes,

-Nate

Nathaniel Cabral-Curtis

Transportation Planner, Public Involvement Specialist, Associate

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- Transportation Planning
- Traffic Engineering
- Civil Engineering
- Public Involvement/Strategic Planning

Please Note Our New Address

Hi Nate,

I noticed in one of the earlier presentations, there was a concept that showed, Lincoln Street in Brighton becoming a one way street for all or part of the time (possibly PM). I just would like the design team to keep in mind that this would adversely impact local businesses in the area. In particular, my brother's automotive repair shop (Mackenzie Motors) located at 106 Lincoln Street. They have been in business in this location for 37 years. It is important to realize that parking is already limited in the area and the local businesses and residences depend on this. Two way traffic flow is also equally important, particularly to the customers who visit MacKenzie Motors.

I have attached a couple of pictures that show the location of the shop.

Please confirm that prior to any potential changes to the parking and traffic flow on Lincoln Street, that these changes will be discussed with my brother's shop as well as myself and the local community.

Thank you,

Wayne

From: ncabral-curtis@hshassoc.com

To: [REDACTED]

Subject: RE: MacKenzie Motors 106 Lincoln Street, Brighton, MA

Date: Fri, 17 Oct 2014 16:26:36 +0000

Good Morning Wayne,

I hope this note finds you well and having a good day. I'm in receipt of your note and will get you a detailed reply shortly. If you don't hear from me next week, please don't hesitate to remind me.

Regards & Good Wishes,

-Nate

Good Morning Harry,

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

You are quite correct that the act of posting a PDF to a website is neither particularly long, nor complicated. What takes time is ensuring that the document can be read by someone using assistive technologies for the visually impaired. That includes work on the PowerPoint file itself, and then some more work once we have converted it to a PDF. Once the steps for accessibility are addressed by me and my staff, we turn the presentation over to MassDOT which checks it again for accessibility before posting it to the site. All of this takes some time depending on the complexity of the presentation, how many slides it has, and whether there are more pictures than text.

I hope that's helpful. Enjoy the weekend; I hear the weather is going to be just about perfect.

Regards & Good Wishes,
-Nate

Good Morning All,

I hope this note finds everyone well and having a good start to the week. As was mentioned at our taskforce session last Wednesday, one of the major milestones coming up for the project is the filing of our Environmental Notification Form (ENF) with the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA). The process associated with this document also includes a MEPA site walk and hearing. Generally speaking, the site walk is held around 4PM with the hearing beginning at 6PM.

Based on when the filing will be made, EOEEA has offered us two possible dates for the site walk and hearing which fit their timeframe. These are Thursday, November 13th and Thursday, November 20th. Given that we have been offered a choice of two dates, and this doesn't always happen, the project team felt it would be helpful to ask the taskforce membership whether there was a preferred date. I would request that anyone with a preference let me know about it by the close of business on Wednesday, October 22nd so that we can get back to EOEEA on a timely basis.

Once a date has been selected, we will be in touch regarding particulars regarding where the site walk will begin and all the other usual meeting details which you can share with your friends, neighbors, coworkers, etc.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis

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Please Note Our New Address

Hi Nate,

Thanks for asking. The Allston Brighton CDC's annual meeting and fundraiser is the evening of November 13, so if it is possible for the MEPA meeting to not conflict that would be great.

Regards
Harry

<http://allstonbrightoncdc.org/blog/2014/10/09/all-bright-night-come-help-us-celebrate-our-community/>

When: November 13th, 6:00pm-9:00pm

Where: Harvard Ceramics Studio, 224 Western Avenue Allston, MA

What: Annual Meeting and Fundraiser!

Come celebrate our community's efforts to make Allston Brighton a connected group of diverse neighborhoods and residents!

Socialize with community leaders, elected representatives, CDC members, and neighbors who support the development of a stronger Allston Brighton.

Join us for socializing and networking, art and music, food and drink, a silent auction, and more

20th is preferable.

I believe that the 13th evening is an annual event for the Allston Brighton CDC.

Hi Nate-

My preference is for the 13th since I am busy with another community meeting the evening of the 20th. It may also be warmer for a walk a week earlier! Thanks.

Nate -

The 13th works for me, the 20th would not.

Thanks

Wendy

Nate:

Thanks for the opportunity to comment. Either date is OK with me. We may want to favor the November 13 date because being a week earlier, there will be more daylight and perhaps less cold. Otherwise, there are no conflicts with the 13th or 20th.

Tom

Thomas J. Nally

Planning Director

A Better City

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Nathaniel:

Thank you again for organizing tomorrow's meeting. As I mentioned on the phone, there will be four people from our group in attendance:

Tim Love, BSA President-elect and organizer of the BSA Urban Design Workshop Program, Director of Graduate Programs at the Northeastern University School of Architecture

Gretchen Schneider, manager of civic engagement initiatives, BSA

Alan Mountjoy, NBBJ (co-team leader of the *Krieger/Mountjoy* charrette team)

Gamesh Ramachandran, CBT (participant on the *Varanasi* charreett team)

We are looking forward to the conversation!

Best,
Tim

Hello Mike,

Please find MASCO's comments on the Allston I-90 Interchange Project attached to this email. A hard copy will be sent to the Chief Engineer via US Mail.

Please let me know if you have any questions.

Thank you,
-Paul

Paul Nelson
Senior Transportation Planner, Area Planning and Development

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MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

October 22, 2014

Patricia Leavenworth, P.E.
Chief Engineer
MassDOT Highway Division
10 Park Plaza
Boston, MA 02116

Attn: Bridge Project Management – Project File No. 606475

Dear Ms. Leavenworth:

I am writing on behalf of the Medical Academic and Scientific Community Organization (MASCO) to provide comments on the design concepts for the Allston I-90 Interchange Improvement Project. MASCO represents 21 member organizations in the Longwood Medical and Academic Area (LMA) neighborhood of Boston which is the destination of over 100,000 patients, visitors, students, and employees each day. As a member of the Task Force we greatly appreciate the time and effort that MassDOT staff has dedicated to inform the group on the details of the project and address our questions.

The Task Force was notified at the meeting on October 1, 2014 that MassDOT intends to file an Environmental Notification Form for the project on October 31, 2014. These comments are intended to provide formal feedback to MassDOT to assist in the final preparation of the Environmental Notification Form and future scoping of the project by the State.

The Allston I-90 Interchange Improvement Project is of great significance to the future economic success of the metropolitan region. While the project is focused on transportation improvements, it is important that the planning for the project reflects the unique geography of the area surrounding it and the significant opportunities available to support regional economic development. The interchange is located at a crossroads between the Cities of Cambridge and Boston, two centers of innovation in the Commonwealth. The area is fed by a transportation system that includes several regional roadways and rail lines along with the city streets that serve motorists, trucks, buses, pedestrians and bicyclists. The surrounding neighborhoods have long been split by this infrastructure and lack the open space and transportation resources available in many other parts of the City. The comments provided in this letter focus on how the transportation improvements in this area can best provide a multimodal system that both supports the immediate neighborhoods as well as the metropolitan area. We strongly encourage MassDOT to continue coordinating with the City of Boston on its parallel efforts to form a vision for the neighborhoods that are and will surround the interchange.

Member Institutions

Beth Israel Deaconess
Medical Center
Boston Children's
Hospital
Brigham and Women's
Hospital
Dana-Farber Cancer
Institute
Emmanuel College
Harvard Medical School
Harvard School of
Dental Medicine
Harvard School of
Public Health
Isabella Stewart
Gardner Museum
Joslin Diabetes Center
Judge Baker Children's
Center
Massachusetts College
of Art and Design
Massachusetts College
of Pharmacy and Health
Sciences
Massachusetts
Department of Mental
Health
Simmons College
Temple Israel
Wentworth Institute
of Technology
Wheelock College
The Winsor School

Associate Members

Blue Cross Blue Shield
of Massachusetts
Harvard Vanguard
Medical Associates
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Roadway Configuration & Analysis

- Due to the regional scale of the project, we recommend that future studies include an evaluation of the level of service and queueing at the intersections of: (1) Cambridge Street and Harvard Avenue in Boston, and (2) Memorial Drive & Cambridge Street in Cambridge. Although these intersections are outside the scope of the interchange project, their operations may have spillback impacts on the area of the interchange that need to be fully understood.
- We support bringing interchange concepts 3J-1, 3J-2, and 3J-3 into the environmental process for additional study. Of the design concepts presented to date, these three best balance the multimodal transportation needs and the concerns raised by the Task Force.

Pedestrian and Bicycle Accommodations

- We support moving the alignment of Soldiers Field Road away from the Charles River to provide both more open space and better accommodation of bicyclists and pedestrians along the Paul Dudley White path.
- The proposed alignment of the "People's Pike" bicycle path that follows the Turnpike alignment has the potential to result in a path that is isolated from the surrounding neighborhoods and unsafe. As part of the environmental process, MassDOT should evaluate alternative alignments for the path that are incorporated into the street network of the neighborhoods created by the interchange project and are consistent with local land use planning efforts.
- The details of the other pedestrian and bicycle accommodations are vague at this point however we expect they will be refined further on in the design process.

Transit Service

- We support the construction of the rail yard for storage and service of MBTA commuter rail trains within the interchange. This facility will provide benefits to the commuter rail system by reducing congestion and overcrowding at South Station.
- Constructing West Station provides a new transit option (commuter rail) to the Allston neighborhood. The station layout (4 tracks and 2 platforms) appears adequate for both near-term commuter rail service and potential DMU service in the future. All of these improvements will have a significant impact on the region's transit systems.
- At the same time, roadway access to the station does not appear to have been considered at a similarly regional scale to accommodate future potential bus services into or through the site. For example, the proposed roadway access via a one-way loop road down from Cambridge Street (and other east-west roadways depending on the final design) would require buses to navigate approximately 0.75 miles through several signalized intersections with highway-related traffic to serve the station. With a site this large it would be shortsighted to not further study bus access which would enhance



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the positive impacts of new rail and could include: (1) two-way operations on the West Station access roadways and/or (2) bus priority treatments (dedicated lanes, favorable signal timing, etc.) on the north-south roads accessing the station.

- While bus service planning has yet to begin, a number of routes might be identified in the future that could better serve the immediate neighborhoods and the region by being routed into or through the station. Subsequent analysis may further identify what infrastructure would be needed at the station to support their operational characteristics (bus berths, waiting areas, circulation patterns, etc.). Any number of existing or new services may potentially be served by the station from rerouting the existing Rt. 66 to extensions of services from areas like Arlington, Sullivan and Kenmore Squares or elsewhere (parts of the former crosstown Urban Ring project). Since the State has not yet funded or scheduled a comprehensive bus service study of this nature, the roadway designs for the area in the short term should have more flexibility to accommodate or at least to not preclude options in the future. A comprehensive study of bus services should be required as either part of the planning process for the interchange project or as a separate parallel effort.

Sincerely,

A handwritten signature in blue ink that reads "Paul Nelson". The signature is fluid and cursive, with the first name "Paul" and last name "Nelson" clearly distinguishable.

Paul Nelson

Senior Transportation Planner, Area Planning and Development

cc: Sarah Hamilton, Vice President, Area Planning and Development

Good Morning All,

I hope this note finds everyone well and keeping dry on this rainy day. I just wanted to take a moment and remind everyone that the Executive Office of Energy and Environmental Affairs (EOEEA) has given us our choice of two dates for the MEPA hearing and site walk. These are 11/13 and 11/20. In the note I sent you all on Monday morning, I'd requested that you provide me with your choice – if indeed you have one – by the close of business today. Thus far, I have heard from a handful of folks, and I wanted to give everyone a nudge and just see if there were are more of you with a preference. If either date is good for you or you have already written in, you can ignore this part of the email.

The other item about which I wanted to contact you is the Environmental Notification Form (ENF) document. We will be providing each of you with your own copy when next we meet on November 5th. It is our intent, in keeping with GreenDOT policies, to provide you with an electronic copy on a CD. If anyone would like a paper copy, we will be happy to provide it, please just let me know by close of business on October 30th so that we have time to print and put it together.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis

Transportation Planner, Public Involvement Specialist, Associate

Howard/Stein-Hudson Associates, Inc.

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direct: 617.348.3336 **main:** 617-482-7080

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Please Note Our New Address

Can't you just e-mail me a copy of the ENF? I read them all on computers anyway.

Good Morning Matt,

I hope this note finds you well and having a good day. Your question regarding emailing is a valid one, but I'm not sure how big the ENF document will be in terms of disk space. As the usual email account has a 10MB limit, we could be pushing it, but I'm not sure. I've copied Ed who is out at TetraTech where the ENF is being assembled. Ed, what do you say on Matt's request? Can we accommodate him or will the file be too big?

Regards & Good Wishes,

-Nate

One option, if it is more than 10 MB, is to share it via a service like Google Drive, DropBox, Scribd or something similar like that.

Thanks!

Hi Nate,
Thanks for the choice. 11/13 works better for me. Enjoy your day!

Mary M. Maguire
Director, Public and Legislative Affairs
AAA Southern New England
110 Royal Little Drive
Providence, RI 02904
401-868-2000, x. 2219
781-461-0010 (Westwood Office)
mmaguire@aaasne.com

Thanks Nate,

Both dates work for me.
Best

David

Nate:

Thanks for the second ping. It raises two questions:

1. How many days will MassDOT give the public to comment on its ENF: the minimal 30 days? 45 days? I'm hearing the ENF is chock full of good stuff. Given that quantity, I trust MassDOT will do the right thing and extend the comment period for a total of 45 days, at least. Please confirm.
2. Does the answer to #1 above get influenced by the choice of MEPA hearing walk date?

Glen

Nate -
WalkBoston would like a paper copy please.
Thanks
Wendy

Hi Nate,

Thanks!

Nate, since he was not able to attend the last TF meeting, I really wanted to show Kairos the 3-D slides from the last TF meeting. I checked on the website and I couldn't find it. Is there any possible way you could send that to me before 3:00 today, by any chance?

Thanks!

Tad

John (Tad) Read, Senior Planner III, AICP

Columbia Point Master Plan | Mt. Vernon Street Redesign

Urban Ring | South Station Master Plan

Urban Agriculture Rezoning | Allston Interchange Task Force

North Allston Community Wide Plan (Transportation) |

Accelerated Bridge Repair Program (Charles River)

Boston Redevelopment Authority

One City Hall Square, 9th Floor

Boston, Massachusetts 02201-1007

T 617.918.4264

F 617.367.6087

e-mail: john.read@boston.gov

Good Afternoon Glen,

I hope this note finds you well and having a good day. I'm not entirely sure as to the answers of the questions you have asked because we're doing a dance here with a partner agency. Let me check with the team and I'll get back to you.

Regards & Good Wishes,
-Nate

Hi Nate,

If given a choice, I would prefer 11/13, though it conflicts with the Allston Brighton CDC's event. I have something scheduled for 11/20, which would be difficult to reschedule.

On November 5th, i will be away on vacation. Please, send my CD via mail to
Paola Ferrer
19 Royal St
#2
Allston, MA 02134

thanks,
paola

Hi Nate,

Both dates work for Commissioner Gillooly

Steffanny M. Rosario
Administrative Assistant to Commissioner
Boston Transportation Department
Tel: 617-635-3086
Fax: 617-635-3630
Steffanny.rosario@Boston.gov

Hi Nate,

I'd like a paper copy of the ENF document (As I'm not a Kindle user and prefer the style of tangible books). Is it possible to make it double sided to save paper?

Also, what's the decision on the site walk and hearing date??

thanks,
galen

Dear Nate,
Charles River Watershed Association would like a hard copy and electronic version. We can order once project is in the Environmental Monitor or pick it up at the 11/5 meeting. But wanted to give you a heads up in terms of printing.

Margaret Van Deusen
Deputy Director and General Counsel

Charles River Watershed Association
190 Park Road
Weston, MA 02943
t 781.788.0007 x234
f 781.788.0057

"Saving the Charles River since 1965"

Good Morning Ed,

I hope this note finds you well and having a good day. Galen would appreciate a paper copy on the 5th.

Regards & Good Wishes,
-Nate

Thanks Nate, have a great weekend :-)

Steffanny M. Rosario
Administrative Assistant to Commissioner
Boston Transportation Department
Tel: 617-635-3086
Fax: 617-635-3630
Steffanny.rosario@Boston.gov

On Fri, Oct 24, 2014 at 11:27 AM, Nathaniel Cabral-Curtis
<ncabralcurtis@hshassoc.com> wrote:

O.K. Steffanny. Thank you very much. It will in all likelihood be on the 20th as there is a meeting of the Allston CDC on the 13th. We'll let you know though when that is official.

Regards & Good Wishes,
-Nate

Hi Nate,
Do we have a date yet? Galen and I are trying to schedule a fundraiser for our bike co-op and we were going to do it the 20th but we'll pick a different date if that's the hearing. We just need to know asap, thanks!

J

Hi Nate,

I hope all is well on this sunny October Monday.

I'm hoping you now have a definite day/time for the Site Walk and Hearing? I have a few conflicts I'm juggling with both dates of 11/13 and 11/20, so to know ASAP would be very helpful.

Thanks,
Galen

Good Afternoon Jessica,

I hope this note finds you well and having a good day. It appears that we will be going with the 11/20 date based on the fact that 11/13, the other date offered to us by the EOEEA is also the annual meeting of the Allston-Brighton CDC and that would present a conflict for a number of folks.

As to your bicycle fundraiser, I do wish you the best of luck with that. Bicycling can appear daunting when you are confronted with your first flat tire or popped chain and helping folks understand how to address that, or have it

addressed for short money, is certainly doing as important and good a thing as campaigning for bicycle lanes and cages at MBTA stations.

Regards & Good Wishes,
-Nate

Thanks Nate!

Good Afternoon Galen,

Thank you for your inquiry. Yes, everything is going swimmingly this Monday as I hope it is for you. I wish I was going to have an opportunity to get out in the sun a little bit more than I am, but perhaps you can do an extra loop around Allston for me. I did get my bicycle-and-trailer combination out to the grocery store on Saturday which was really nice. I know it is only a matter of time until Kate starts telling me "it's too chilly," so each weekend it stays warm enough now is a bonus.

I would say that all signs point to November 20th at this time. We found out that the 13th is also the annual meeting of the Allston-Brighton CDC which we saw as presenting a problematic conflict for not only probably a few taskforce folks, but also a good number of residents, business owners etc. I hope that's helpful for you in making your plans.

Regards & Good Wishes,
-Nate

Good Afternoon Galen,

Thank you for your inquiry. Yes, everything is going swimmingly this Monday as I hope it is for you. I wish I was going to have an opportunity to get out in the sun a little bit more than I am, but perhaps you can do an extra loop around Allston for me. I did get my bicycle-and-trailer combination out to the grocery store on Saturday which was really nice. I know it is only a matter of time until Kate starts telling me "it's too chilly," so each weekend it stays warm enough now is a bonus.

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Regards & Good Wishes,
-Nate

Thanks Nate, this is helpful.

And yes, I'm off for a mini-bike ride on the way to lunch. I'll do a few extra laps around the block for ya

Nate:

Can you please try to get answers to both questions by COB this Wednesday.

Glen

Please see if there was a "glitch" 1) adding my name to the stakeholder list; 2) noticing the meetings on the project website; and 3) posting the agendas on the website. None of these has been done.

By the way, posting all materials used at meetings is a requirement, not an option.

Anne McKinnon

-----Original Message-----

From: Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com>

To: 'Anne' <[REDACTED]>

Cc: Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com>

Sent: Tue, Oct 7, 2014 5:24 pm

Subject: In Response to Your Inquiry to the I-90 Allston Interchange Improvement Project

Good Afternoon Anne,

I hope this note finds you well and having a good day. Thank you for your recent inquiry. Your suggestions regarding the posting of taskforce meeting listings is noted. I have received and forwarded to MassDOT's web unit through the appropriate channels the request to place a calendar on the I-90 Allston Interchange website from yourself and one other individual a week or so ago and I understand that such a change is forthcoming. As I do not control the website or MassDOT's web folks, I cannot say exactly when it will be added, but it is on its way and I can raise the issue again at our next internal coordination meeting. One tool that is immediately at my disposal is placing your email address in our stakeholder database for the project. Individuals in the database receive notice of the taskforce meetings along with taskforce members.

With regard to posting the agendas, I would be pleased to forward them to MassDOT's web unit for posting with the materials for each meeting. To date, I have received no other concerns regarding the quality of the meeting documentation, but if you feel having the agendas present would assist you in developing a thorough understanding of the project, I can take care of that promptly, though as noted above it may take some time for the web unit to work its magic.

Regards & Good Wishes,

-Nate

Good Afternoon Harry,

I hope this note finds you well and having a good day. I'm in receipt of your note and will make inquiries on the topic.

Regards & Good Wishes,
-Nate

Good Afternoon Wayne

I hope this note finds you well and having a good day. Thank you for your inquiry regarding the Allston Interchange Improvement Project. I am familiar with what I now come to discover is your brother's auto repair business as I both cycled and drove by it for years on my way to BB&N in Cambridge. I can also sympathize with your concerns about his long-term prosperity. My brother is the head chef at the Corner Stop in Cohasset and I certainly keep tabs on any transportation projects which might impact him.

Let me try to provide you with some reassurance on two levels. The first is in the interchange concept we are taking into the Environmental Notification Form process at the end of this month: Option 3J. The version of 3J which includes one-way streets is 3J-2. In this option, traffic coming towards Allston from Cambridge would travel on what is Cambridge Street today, while traffic going towards Cambridge from Allston would travel along the road you may have heard us call "New Cambridge Street" or "The South Parallel." A short extension of Lincoln Street would join existing Cambridge Street and its new, to-be-named neighboring roadway to the south. Crucially for your brother's shop, this section of Lincoln Street would carry two way traffic allowing vehicles to access 106 Lincoln Street almost identically to the manner in which they do today with the exception that vehicles traveling towards Cambridge would need to drive a few dozen additional feet. Indeed, in the vicinity of Lincoln Street, the two parallel Cambridge Streets are at their closest together as they prepare to merge and cross the Turnpike. In terms of parking, while it has not been subject to much discussion and more work remains to be done on the topic, our proposed changes to Cambridge Street do include creating new, curbside parking which does not exist today. This would also, based on your email, be of benefit to MacKenzie Motors.

Taking the long range view, there remains substantial traffic modeling work to be done as we dig into our design phase in 2015. We have questions of our own to answer about how traffic would work under 3J, 3J-1, and 3J-2. You can bet the rent that the Executive Office of Energy and Environmental Affairs, the agency to which MassDOT is making its environmental filing, will have some questions to for us to answer. As we get into design, there's going to be plenty of opportunities for public input from you, your brother, and all of your neighbors. If you wish, we could certainly make some staff available to come out and speak with your brother directly and get his input if you think it would be helpful.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis

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Please Note Our New Address

Hi Nate,

Thank you Nate for your efforts in looking into this for me.

It appears from your answer that my brother's shop should not be impacted.

There are a couple of items in your answer that I am unclear on. Perhaps, sometime at a future meeting, you could show me a sketch along with your explanation.

Thank you again for your detailed reply.

Wayne

Good Afternoon Wayne,

I'm glad we could give you some reassurance. By all means, let's go over one of the sketches on the 5th of November. If you can arrive a little bit early, I will be happy to walk through it with you before we get into the main part of the session.

Regards & Good Wishes,

-Nate

Good Morning Anne,

Thank you for your recent inquiry regarding the I-90 Allston Interchange project. I requested that your name be added to the stakeholder database earlier this month along with a batch of others I shipped over to MassDOT's web unit. This email was sent to web unit via the project manager on Thursday the 9th. All of the agendas from meetings to date were sent to be posted on Wednesday the 8th.

As I have attempted to make clear to you in our earlier email exchanges, while I can send things to MassDOT to be posted I cannot order them to do things. If you have concerns about the agency's compliance with its policies "By the way, posting all materials used at meetings is a requirement, not an option," I would urge you to take it up with them since I can only be of limited help to you. As a consultant, I prepare for posting those items which MassDOT directs me to prepare, and then transmit those materials to the agency for its use.

With regard to notification of the upcoming taskforce meeting on the MassDOT project website, you can find that here:

<http://www.massdot.state.ma.us/EventCalendar/tabid/409/ModuleID/1140/mctl/EventList/Default.aspx>

Regards & Thanks,
-Nate

Nathaniel Cabral-Curtis

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Good Morning Glen,

I hope this note finds you well and having a good day. I have checked with our project team and the decisions to extend the comment period comes from the Executive Office of Energy and Environmental Affairs since it is in essence their comment period and not ours. If you would like a 45 day review period, you would need to reach out to them. The timing of the site walk and hearing are independent of the length of comment period. Both the 13th and 20th work equally well from EOEEA's perspective and the two dates were offered as a gentlemanly touch to the community at a busy time of year.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis

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Please Note Our New Address

Nate

Some questions for you:

1. What date was selected for the site walk?
2. When will the ENF be noticed in the Monitor?
3. What are the start and end dates of the comment period?

Thanks

Joe

Good Afternoon Joe,

I hope this note finds you well and having a good day. Thank you for letting me take the time to double check everything with the rest of the project team. The notice regarding the environmental filing will appear in the Environmental Monitor on November 5th. Additional notification will be appearing in the same newspapers in which we advertised the April and September public information meetings in the days following shortly thereafter. The comment period, which we expect to run until November 25th, will begin counting down at the time the notice appears in the Environmental Monitor. I have had a solitary request to extend the comment period however that decision comes not from MassDOT, but from the Executive Office of Energy and Environmental Affairs. If you wish to seek an extended comment period, you would need to speak to them.

Regards & Good Wishes,
-Nate

Nathaniel Cabral-Curtis

Transportation Planner, Public Involvement Specialist, Associate

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