I-90 Allston Multimodal Project
Boston, MA

National Environmental Policy Act Review
Scoping Summary Report

August 7, 2020

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Acronym	Meaning
AAB	Massachusetts Architectural Access Board
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
BPDA	Boston Planning and Development Agency
BMP	Best Management Practice
BPY	Beacon Park Yard
BTD	Boston Transportation Department
BU	Boston University
BWSC	Boston Water and Sewer Commission
CO	carbon monoxide
CTPS	Central Transportation Planning Staff
DCR	Massachusetts Department of Conservation and Recreation
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ENF	Environmental Notification Form
EOEEA	Executive Office of Energy and Environmental Affairs
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
GJR	Grand Junction Railroad
HA	Highway Agency
HV	Highway Viaduct
IMPs	Institutional Master Plans
I-90	Interstate Route 90 also known as the Massachusetts Turnpike
IRT	Independent Review Team
LOS	Level of Service
LRTP	Long-Range Transportation Plan
MassDEP	Massachusetts Department of Environmental Protection

Acronym	Meaning
MassDOT	Massachusetts Department of Transportation
MassGIS	Massachusetts Geographical Information Systems
MBTA	Massachusetts Bay Transportation Authority
MEPA	Massachusetts Environmental Policy Act
MHC	Massachusetts Historical Commission
MPO	Boston Region Metropolitan Planning Organization
MWRA	Massachusetts Water Resources Authority
MVMT	million vehicles miles traveled
NAC	MassDOT Noise Abatement Criteria
NBIS	National Bridge Inspection Standards
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRHP NR-Eligible / NR-Listed	National Register of Historic Places
OHM	oil and hazardous materials
PDW Path	Dr. Paul Dudley White Bike Path
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
REC	recognized environmental condition
SFR	Soldiers Field Road
SHPO	State Historic Preservation Officer
SO_2	sulfur dioxide
TDM	Transportation Demand Management
TMDL	Total Maximum Daily Load
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USCG	United States Coast Guard
USDOT	United States Department of Transportation
USGS	United State Geological Survey
vpd	Vehicles per day
WML	Worcester Main Line

1.0 Introduction

1.1 Purpose of this Scoping Summary Report

Approvals or actions by federal agencies are subject to environmental review under the National Environmental Policy Act (NEPA). Anticipated federal approval or action for this Project includes funding from FHWA and FTA as well as FHWA approval of an interchange modification report. NEPA and its implementing regulations (CFR §§ 1500-1508) require federal agencies to consider the environmental impacts of a proposed action, including direct, indirect and cumulative effects. The purpose of NEPA is to promote well-informed decision making supported by "(a)ccurate scientific analysis, expert agency comments, and public scrutiny (which) are essential to implementing NEPA." [1]

In addition to NEPA and its implementing regulations, Executive Order (EO) 13807: Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects was issued on August 15, 2017.[2] This EO requires major infrastructure projects to be processed under One Federal Decision (OFD) with the goal of reducing the time to complete an environmental review to two years. To achieve this accelerated timeframe, the OFD Memorandum of Understanding for Major Infrastructure Projects establishes agency concurrence points during the environmental review process.[3]

The purpose of this report is to summarize the scoping process undertaken for the I-90 Allston Multimodal Project (the Project) in accordance with NEPA. Scoping is a formal coordination process used to determine the scope of issues to be addressed during the environmental review of the project. This Scoping Summary Report describes the Project's purpose and need (Section 2.0), provides a description of the opportunities for public comment provided during the scoping process (Section 3.0), summarizes responses to frequent public and agency comments received during scoping (Section 4.0) and describes the alternatives that will and will not be carried forward into the Draft Environmental Impact Statement (DEIS) for further evaluation (Section 5.0).

Three preliminary alternatives were developed and considered as part of the scoping process and presented in the Scoping Report: No Build Alternative, Major Rehabilitation and Replacement Alternative, and the 3L Re-Alignment Alternative including infrastructure options. Over the course of the scoping process and aided by public comments received on the Scoping Report, MassDOT has continued to refine design of these alternatives as described in this document. Ongoing public participation throughout the federal environmental review process will be documented in the Draft Environmental Impact Statement (DEIS).

The NEPA review of the Project is being performed in coordination with the ongoing separate review under the Massachusetts Environmental Policy Act (MEPA). For further information regarding MEPA documentation for the project, please visit https://www.mass.gov/allston-multimodal-project.

1.2 Project Location and Background

The Interstate 90 (I-90) Allston Multimodal Project (the Project) is located in Boston, Massachusetts, specifically in the Allston neighborhood and bordering on the Charles River (Figure 1). The Project Area is

[1] 40 CF.R. § 1500.1(b)
[2] Exec. Order No. 13807, 82 Fed. Reg. 40463 (2017)
[3] Memorandum of Understanding Implementing One Federal Decision Under Executive Order 13807 (2018) https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

bounded by Ashford Street to the south, the Commonwealth Avenue bridge and the Charles River to the east, Cambridge Street to the north, and Cambridge Street and the Franklin Street pedestrian bridge over I-90 to the west. The Project Area also includes the "Throat Area", a relatively narrow existing multi-modal section where the I-90 viaduct is situated between the Charles River and Boston University (BU). The Massachusetts Department of Transportation (MassDOT), as the Project sponsor, and the Federal Highway Administration (FHWA), as the lead federal agency, propose to address the deficiencies within the existing highway interchange at the I-90 exits 18, 19 and 20.

The government agencies guiding the Project are those with transportation infrastructure located within the Project Area. That transportation infrastructure includes I-90, the Massachusetts Bay Transportation Authority (MBTA) Worcester Main Line (WML) commuter rail, the Grand Junction rail line, the Department of Conservation and Recreation's (DCR) Soldiers Field Road (SFR), and City of Boston streets. FHWA is the lead federal agency and the MassDOT Highway Division and MBTA are leading the Project. The Federal Transit Administration (FTA) will review transit infrastructure investments as a cooperating agency in the NEPA process.

FHWA published a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Project in the federal register on October 18, 2019. A copy of the NOI can be found in Appendix A. A Scoping Report was published on November 6, 2019 with a 37-day public comment period. Two public information meetings and two Task Force meetings were held to present the Scoping Report to the public (See Section 3.0 for further discussion).

2.0 Purpose and Need

2.1 Project Need

The Project needs are the multimodal deficiencies within the transportation system that MassDOT is proposing to address. The Project need was initially driven by the structural deficiency of the I-90 viaduct; however, this multi-modal project is also now designed to address transportation deficiencies across modes within the Project Area that affect connections between the Project Area and the greater Boston region, the nearby neighborhoods and the Charles River Reservation. No changes have been made to the purpose and need of the Project since publication of the Scoping Report.

The most critical Project needs are summarized below and discussed in more detail in the following sections 2.1 A-D.

A. Roadway Deficiencies

- *A.1, I-90 Viaduct Condition:* Bridge inspections show that the I-90 viaduct is structurally deficient and nearing the end of its useful life, requiring replacement due, in part, to increasing frequency and cost of maintenance.
- *A.2, Substandard Highway Layout and Geometry*: Certain layout and geometric elements within the I-90 mainline and interchange are obsolete and not in conformance with current MassDOT and American Association of State Highway and Transportation Officials (AASHTO) design guidelines and require upgrading.

B. Safety

- *B.1, Crash Rates, I-90 Mainline and Viaduct:* Crash rates on I-90 within the Project Area are higher than statewide average for urban interstates, which are likely due in part to substandard layout and geometry.
- *B.2, Crash Rates, I-90 Interchange:* The intersection of Cambridge Street and SFR is in the top 5% of crash locations in the City of Boston.

C. Rail Limitations

- *C.1, Commuter Rail Operations:* Existing functionally obsolete infrastructure within the Project Area constrains movements of commuter rail operations and GJR operations.
- *C.2, Transit Demand and New Connections:* There is a lack of multimodal connections on the WML and other existing transit modes in the area, while short- and long-term ridership is increasing.
- *C.3, Commuter Rail Layover:* Existing mid-day layover capacity on the MBTA's South Side rail system is currently deficient. Layover within the Project Area only reflects a portion of the MBTA layover needs.

D. Mobility Limitations and Transportation Access within the Project Area

- *D.1, Interchange Ramps:* Deficient level of service (LOS F) and delay/queuing at ramp terminus intersections currently exist, resulting in substantial delays and severe congestion during the morning and afternoon peak periods.
- *D.2, Substandard Width:* The Dr. Paul Dudley White Bike Path (PDW Path) has sections that are substandard width to accommodate two-way mixed bicycle and pedestrian use.
- *D.3, Access to Charles River Reservation:* The height and position of the existing I-90 viaduct impede opportunities for the public in neighborhoods in Allston, Brighton, Brookline and Boston University to access the Charles River Reservation via walking and cycling.
- *D.4, Multimodal Transportation Access:* Existing infrastructure limits multimodal access to land within the Project Area. With growth and development expected in the Allston area, multimodal access should be improved.

2.1.A. Roadway Deficiencies

A.1. I-90 Viaduct Condition

Based upon the findings of the 2014 Structure Assessment Report, the condition of the I-90 viaduct must be addressed. As outlined in detail in the Structure Assessment Report, the bridge requires major rehabilitation or replacement based on a number of factors including:

- age of the structure (50+ years);
- continued deterioration of the structure;
- material testing results; and
- significant traffic volume (73,000 vpd in each direction) on the structure.

National Bridge Inspection Standards (NBIS) bridge inspections conducted after the 2014 Structure Assessment Report document the continued deterioration of the structure and reduction in structural capacity. The following is a summary of the overall condition of the I-90 viaduct based on the resulting report and field observations.

Deck: The exposed concrete deck is in poor condition with extensive areas of cracking, potholes and patched areas. Many of the patched areas are failing, with an uneven surface and depressions. The concrete joint headers, located at the bridge deck joints at the piers, have significant concrete spalling with exposed steel reinforcement. Also visible are scattered spalls and deterioration (corrosion) of the metal stay-in-place forms on the underside of the deck. The deck under the median is hidden by timber shielding due to the spalling of the concrete along this area. Spalled concrete is amassing on this timber shielding.

Superstructure: The longitudinal steel stringers (beams) that support the concrete deck have a failing paint system that is faded and chalky, with areas of peeling paint. There are also areas of light to moderate rusting along the bottom of most beams. The outermost beams, and the beams under the viaduct median, have areas of localized corrosion. The bottom portions of these beams have some steel section loss, and steel is flaking off or delaminating (hollow areas) due to rusting and corrosion. The loss of steel section reduces the structural capacity of these beams to support applied loads. The steel cross girders transfer the loads from the longitudinal beams to the concrete column pier foundations. These members are considered “fracture critical” members because they are steel members with no redundancy. Two cross girders comprise the pier cap at each pier/foundation location. Many of the cross girders have rusting, corrosion and steel section loss. This deterioration is primarily located on the side of each cross girder that is exposed to the open deck joint above, where water (and salt) run off the roadway. Many cross girders have been reinforced with new steel plates but continue to deteriorate with new corrosion and loss of steel section.

Substructure: Most of the piers are comprised of individual concrete columns that support the steel cross girder pier caps, as previously described. The majority of the columns show widespread deterioration. This deterioration consists of areas of map cracking (intersecting cracks), concrete delamination (hollow areas), rust and water staining, and concrete spalling with areas of exposed reinforcement. Many of the columns have also been previously repaired (patched). Many of these repaired areas are failing with map cracking. There are also several columns that have spalling at the top of the column. In some cases, these spalls extend to the bearings of the steel cross girders and have caused partial undermining of the bearing base plate.

Deteriorated concrete column supporting the I-90 viaduct

The line of columns along the south edge of the viaduct is in the worst condition. The concrete abutments at each end of the bridge are generally in satisfactory condition. The abutments have some minor cracking with localized hollow areas. There are also scattered spalled areas just below the armored deck joints.

Maintenance: Frequent maintenance of the existing I-90 viaduct has been required due to the deteriorating condition of the structure (as described above). This maintenance includes more frequent and required bridge inspections due to the condition, as well as immediate repairs that typically result from these inspections, including deck joint patching, concrete deck patching and structural steel repairs. Currently, it costs approximately $800,000 annually to maintain the viaduct. Continued maintenance of the existing I-90 viaduct will be increasingly expensive, and the lifecycle costs associated with operating the structure will soon outweigh the lifecycle costs of replacement.

Visual: The existing viaduct contributes to visual impacts to the neighborhood viewshed.

A.2. Substandard Highway Layout and Geometry

This segment of I-90 was constructed in the mid-1960s and the highway geometry is constrained by the former Beacon Park Yard (BPY) rail layover facility, SFR which was constructed in the early 1930s, other rail infrastructure that long predates construction of I-90, and accommodation of a traditional toll plaza. As a result, the existing interchange has elements that are not in conformance with current MassDOT and AASHTO interstate design guidelines.

The highway within the Project Area has the following deficient design criteria:

Horizontal Curves: There are several curves on I-90 with radii, length, and super elevation rates that are not compliant with current AASHTO interstate guidelines for their respective design speed.

Shoulder Width: Left and right shoulder widths and lateral offsets between the shoulders and adjacent features at certain locations within the Project Area are not compliant with current AASHTO interstate guidelines. Narrow shoulders do not provide breakdown refuge and access for first responders, or area for stormwater collection to prevent ponding water and ice hazards that encroach into adjacent travel lanes.

Stopping Sight Distance: Horizontal stopping sight distance is substandard at locations where ramp overpass piers do not allow for recommended shoulder widths that would provide adequate sight distance to obstruction.

Left-hand Exit: The eastbound exit 18 ramp is a left-hand exit ramp, which differs from the westbound exit ramp and other exit ramps along the I-90 corridor that are traditional right-hand exit ramps. This design is substandard and not recommended by AASHTO because the exit is made from the high-speed travel lane, which introduces a potential safety hazard due to the differential in vehicular travel speeds in that lane.

2.1.B. Safety

B.1. Crash Rates, I-90 Mainline and Viaduct

Crash data for the I-90 mainline within the Project Area (between the Everett Street Bridge and the Commonwealth Avenue overpass – approximately 1.3 miles) indicates that this section of I-90 has a crash history that is above the statewide average for urban interstate highways. For the three-year period from 2015-2017, a total of 183 crashes occurred on this segment of I-90, an average of 61 per year. The crash rate for this segment of I-90 was 0.86 crashes per million vehicle miles traveled (MVMT), which exceeds the statewide average rate for urban interstates of 0.62 crashes per MVMT by 39%. Both the eastbound and westbound travel directions on I-90 exceed the statewide crash rate for urban interstate highways; however, the crash rate in the eastbound direction was notably higher: 0.98 crashes per MVMT. This is 58% above the statewide interstate rate. The substandard layout and geometric elements previously identified in the Roadway Deficiencies section may be contributing factors to the high frequency of crashes within the Project Area. It is also important to note that the former mainline toll plaza and former on and off ramp configurations were in place during most of the 2015-2017 analysis period and may have an influence on the crash rate.

East of the Allston interchange, I-90 is an elevated viaduct spanning over several rail lines that is approximately 0.5 miles in length. Crash data for the three-year period of 2015-2017, on the viaduct section of I-90 only, reveals that a total of 90 crashes occurred including one crash that resulted in a fatality. This translates to an average of approximately 30 crashes per year and a crash rate of 1.13 crashes per MVMT, which is 82% higher than the statewide interstate average rate of 0.62 crashes per MVMT. Both directions of I-90 exceed the average statewide crash rate for urban interstate highways; however, in the westbound direction, the crash rate was notably higher (1.49 crashes per MVMT), which exceeds the statewide interstate rate by 140%. The viaduct section of I-90 also has roadway deficiencies

that do not comply with current AASHTO guidelines for interstate highways, as described above in the Roadway Deficiencies section. These elements, along with the presence of the former mainline toll plaza, may contribute to the high crash rate on the viaduct.

B.2. Crash Rates, I-90 Interchange

The intersection of Cambridge Street and SFR with the terminus of the I-90 eastbound and westbound ramps is an HSIP (Highway Safety Improvement Program) high-crash intersection, as it is in the top 5% of crash locations within the City of Boston. During the period from 2014-2016, 44 crashes occurred at this location. High traffic volumes, five entry legs, complicated signal phasing, and extensive queuing on many of the intersection approaches may all be contributing factors to the high number of crashes at this location.

2.1.C Rail Limitations

C.1. Commuter Rail Operations

Improvement to operations of the WML is needed to accommodate increases in ridership and to help decrease travel time. The GJR is the only link within the Boston Metropolitan Area between the MBTA's South Side and North Side systems. Currently, turns are made by pulling South Side trains over WML tracks westerly past the Project Area to turn on a tail track by the new Boston Landing Station before returning through the Project Area to reach the GJR and the MBTA's Commuter Rail Maintenance Facility/Boston Engine Terminal (BET) across the river. CP3 currently aligns to meet the needs of existing operations but is a limiting factor in future growth along the Worcester Line. Retaining the existing crossover infrastructure as is would hinder improved operations over time.

C.2. Transit Demand and New Connections

The MBTA's WML ridership ranks among the highest of its commuter rail. The Worcester Line experienced the largest absolute growth in ridership on a representative weekday (increase of 2,902 inbound riders and 2,948 outbound riders) between 2012 and 2018, among all MBTA commuter rail lines. Ridership on the WML increased 45.7% between 2012 and 2018.

This growing demand in Allston and along the WML highlights the need for new transit connections via a new transit station, such as a West Station on the WML built to accommodate robust bus connections and future Grand Junction service. A majority (75%) of Allston residents work in Boston, Cambridge or Brookline and many (40%) commute via transit. Ridership analysis conducted during project development also indicates a high demand for bus use, including service that provides a north to south connection through the Project Area[4] as well as for options that do not preclude future intercity rail service and transit service on the GJR line. The existing transit demand is projected to increase based on population growth in Allston, which grew 17% from 2000 to 2017[5] and is expected to continue to grow.

C.3. Commuter Rail Layover

Layover facilities serve essential functions. They are used to store trains off active tracks and as service areas to perform essential running repairs and light maintenance. The MBTA has determined that the layover capacity is insufficient to store trains and conduct midday servicing activities. The MBTA currently moves and stores layover trains at three locations accessed over a single track (Fairmount branch) to and from South Station. The MBTA own and can store up to 12 trains on its storage tracks at Readville. It also

[4] MassDOT I-90 Allston Interchange Improvement Project DEIR

[5] MassDOT, Allston Early Action Transit Study, Nov 2018 with Data from Boston Planning and Development Agency

utilizes two tracks at Amtrak's Front yard, and four stub-ended tracks at Amtrak's Southampton facility. While there is the possibility of increasing layover capacity at other facilities, the MBTA currently identified BPY as the best layover location to address current and future layover deficiencies from South Station to points west[6], which includes the WML due to its proximity to South Station.

2.1.D. Mobility Limitations and Transportation Access within the Project Area

As described in MassDOT's Separated Bike Lane Planning & Design Guide (2015), MassDOT is dedicated "to providing Massachusetts residents and visitors with a variety of safe and convenient transportation choices." This commitment includes facilities, such as the PDW Path, which encourage pedestrian and bicycle trips. Additionally, MassDOT has committed to providing its customers with access to safe and comfortable healthy transportation options, such as walking and bicycling, at MassDOT facilities [7].

D.1. Interchange Ramps

Cambridge Street

The intersection of the I-90 ramps with Cambridge Street and SFR is severely congested throughout the morning and the afternoon peak periods. The LOS at the intersection of Cambridge Street and SFR is currently rated LOS F. Substandard geometry, five entry legs, complicated signal phasing and high vehicular demands are all contributing factors to the operations deficiencies at this location.

D.2. Substandard Width

Non-motorized use of the Charles River Reservation is significant and the PDW Path is heavily used by pedestrians and bicyclists, including approximately 1,000+ pedestrian and bicycle trips per day[8]. Many of these users are using the path to commute to and from work. Sections of the PDW Path lack adequate width for shared pedestrian/bicycle use. Multi-use paths, such as the PDW Path, place people walking on the same paths as those cycling. The existing PDW Path is 8 ft. wide within the Project Area. The FHWA recommends a two-directional multi-use path be at least 10 ft. wide, and in certain conditions, such as paths that are heavily used by pedestrians and bicyclists, it is more appropriate for them to be 12 ft. to 14 ft. wide[9].

[6] MassDOT South Station Expansion DEIR

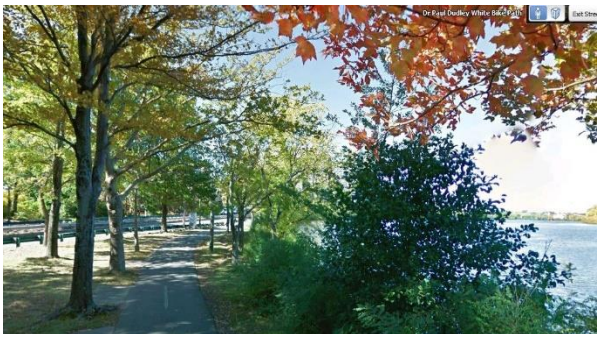
[7] MassDOT's Healthy Transportation Policy Directive (2013) https://nacto.org/wp-content/uploads/2015/06/MassDOT_Healthy-Transportation-Policy-Directive_09.09.13.pdf

[8] Charles River Basin Pedestrian and Bicycle Study: Non-Motorized Bridge & Pathway User Counts, January 2015.

[9] FHWA The Walking Environment: Shared Use Paths https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/08.htm

D.3. Access to Charles River Reservation

Access to usable parkland within the Charles River Reservation is limited. The I-90 highway/railroad transportation corridor and the former BPY facilities are a barrier between neighborhoods in Allston, Brookline, Brighton and Boston University to the Charles River Reservation and the PDW Path. The height and position of the existing I-90 viaduct impede connectivity from existing residential neighborhoods to the Charles River Reservation. Pedestrians and bicyclists wishing to access the PDW Path from these areas must use a circuitous route on local roadways that can double their trip lengths and expose them to potential conflicts with motor vehicles. Providing more direct north-south pedestrian and bicycle connections to the PDW Path will enhance safety and encourage greater use of these sustainable modes of transportation in the future.



PDW Path

In addition, neighborhoods in Allston/Brighton, Brookline and Cambridge each lie within one-half mile of the Project Area. The City of Boston Open Space and Recreation Plan 2015-2021 identifies the Allston/Brighton neighborhood as containing fewer acres of protected open space per 1,000 residents compared to city averages. The Open Space Plan identifies Allston as lacking in usable open space and anticipates an increasing need for such open space as the neighborhood develops further.

D.4. Multimodal Transportation Access

The I-90 interchange serves the economy of a much larger area, which is defined here as the three-county region of Norfolk, Suffolk and Middlesex Counties. This three-county area contains between 83% and 100% of all trip ends served by the interchange. The region encompasses almost 2.5 million jobs, which have grown by 12% over the period between 2001 and 2015. The Project Area is situated at a pivotal location surrounded by growing neighborhoods, including North Allston and portions of Allston and Brighton, and universities.

Several regional and local planning documents have been prepared which outline projected development within this area. Examples include the following:

- Placemaking Report, I-90 Allston Interchange Improvement Project, Boston Planning and Redevelopment Agency, October 2016;
- Harvard University Institutional Master Plan for Harvard University's Campus in Allston, July 2013, revised October 2013;
- Boston University Charles River Campus 2013-2023 Institutional Master Plan, January 17, 2013;
- North Allston-Brighton Community-Wide Plan (CWP), Boston Redevelopment Authority, 2008-2009, and others.

These planning documents illustrate the potential for a large, new mixed-use district in North Allston facilitated by a multimodal network of streets, paths, bus, rail and transit facilities providing improved connectivity for pedestrians, bicyclists and transit users. The existing layout of the interchange consists of recently vacated sprawling railyards and I-90 aligned to accommodate toll booths which no longer exist. These elements impede multimodal access within the Project Area to adjacent neighborhoods, institutions, and businesses. In addition, the Project would not preclude potential future development within the Project Area.

2.2 Project Purpose

The purpose of the Project is to address roadway deficiencies and address safety issues of I-90 mainline and I-90 interchange 18, 19, and 20 in Allston, Massachusetts ("I-90 Interchange"). The Project would also provide improved rail infrastructure and improve mobility and multimodal transportation access within the Project Area. Specifically, the purpose of the Project will:

A. *Address Roadway Deficiencies: Replace the I-90 viaduct and reconfigure the I-90 Interchange.* The I-90 viaduct needs to be replaced due to structural deficiencies and increasing maintenance frequency and cost. Layout and geometric elements within the I-90 mainline and interchange require upgrading due to non-conforming geometry and obsolete design. Addressing the deficiencies of the viaduct should include an improvement to the visual quality of the neighborhood.

B. *Address Safety Issues: Reconfigure the I-90 Interchange, including the viaduct.* Roadway design issues and the current configuration likely contribute to higher-than-average crash rates on both the I-90 viaduct and mainline, and the I-90 Interchange.

C. *Provide Rail Improvements: Reconfigure transit and commuter rail facilities, including the construction of a new West Station and infrastructure supporting mid-day commuter rail operations.* Obsolete infrastructure contributes to transit and rail operation issues. Ridership trends demonstrate the need for a new West Station. The Project would not preclude future intercity rail service and transit service on the GJR line.

D. *Improve Mobility and Transportation Access within the Project Area.* Level of Service issues contribute to substantial delays in the I-90 Interchange area. The Project would provide or allow for connections from the Allston, Brighton, Brookline, and Boston University neighborhoods to the Charles River Reservation, and upgrade the PDW Path to provide a two-way pedestrian and bicycle facility. Land use planning efforts in the area illustrate the potential for a large, new mixed-use district in North Allston facilitated by a multimodal network of streets, paths, rail and transit facilities within the Project Area. The Project would not preclude multimodal transportation access within the Project Area.

3.0 Scoping Meetings and Public Outreach

3.1 Purpose of Scoping

Scoping is the NEPA process used to gather public input on which issues should be considered and evaluated in an EIS. The scoping process is the public's first opportunity to comment on the Project during the federal NEPA review process and takes place early during federal environmental review. The scoping process for the Project is being conducted pursuant to 40 C.F.R. § 1501.7. The scoping process begins with publication of the NOI in the Federal Register which lets the public know of the lead agency's intent to prepare an EIS for a proposed project and outlines how the public can be involved in the process. Scoping was initiated with the publication of a NOI for the Project on October 18, 2019 (Appendix A).

3.2 Opportunities to Comment

FHWA and MassDOT as the lead federal agency and project sponsor, respectively, established a public involvement process during the scoping process including communications via the Project email list, public information meetings, meetings of the Project Task Force, and updates to the Project website. Efforts were made to ensure that the general public and interested parties would be aware of the Scoping Report and have the opportunity to participate in the scoping process in the areas immediately around the project – Allston, Brighton, Brookline, and Cambridge – and also throughout the MetroWest region and Central Massachusetts.

October 2019

At the October 10, 2019 Project Task Force Meeting, MassDOT notified members of the ongoing Project Task Force, formed by MassDOT in 2014, that the NOI to prepare an EIS for the Project would be published on October 18, 2019 and a Scoping Report would soon follow. A link to the Project's NOI was placed on the MassDOT website on October 18th. Members of the general public as well as the Project Task Force were alerted to the presence of the link by email and a press release sent out by MassDOT's media office. The Project's email list includes over 1,300 entries. The MassDOT press release stated that a scoping process would be undertaken for the Project and provided other information regarding the forthcoming federal environmental review process. The press release, made on the 18th, noted that as with all Task Force meetings, the November meeting of the Task Force was open to members of the public to discuss the Scoping Report if they wished to attend.

On October 30th, a notice was provided to both the general public and the Task Force indicating that the Scoping Report would be available on November 6th and that a public information meeting to present the contents of the Scoping Report and outline the process for public comment would be held on November 7th at Brighton High School.

November 2019

Notices of meeting purpose, date and location were transmitted to the Project's general public and Task Force email lists and placed in the following newspapers: *Allston-Brighton TAB; Brookline TAB; Cambridge Chronicle;* and in Spanish in *El Planeta.* Notices were also provided to the City of Boston, Town of Brookline and City of Cambridge in English, Spanish, Russian, Simplified Chinese, Amharic and Haitian Creole with the request that they distribute these notices as broadly as possible through their various community liaison channels. Notices regarding the upcoming meetings were also placed in the

public libraries which would serve as depositories for the Scoping Report. Copies of public meeting advertisements are provided in Appendix B.

MassDOT also worked with the MBTA commuter rail to provide notification to riders of the Worcester Main Line, which is anticipated to be impacted by the construction of the Project. Two thousand flyers, in batches of 1000, were distributed to outbound riders on Worcester line trains during the afternoon peak at South Station and Back Bay Station on November 1st and 4th, and again on November 21st and 22nd. One thousand flyers, in batches of 250, were distributed among riders arriving at Worcester Union Station on the evenings of the same days.

On November 6th, the Scoping Report became available to the public both in print and via MassDOT's website in a digital version fully compatible with assistive technologies. The website version was accompanied by information regarding the document's 37-day comment period (extended seven days due to the timing of the Thanksgiving holiday), a frequently asked questions document about the NEPA process, and a fact sheet about One Federal Decision, a recent federal policy aiming to make the environmental review process coordinated, predictable, and transparent. Print copies were made available at the following locations:

- Boston Public Library System – Brighton Faneuil Branch
- Boston Public Library System – Copley Square – Central Facility
- Boston Public Library System – Honan Allston Branch
- Brookline Public Library System – Brookline Village Branch
- Cambridge Public Library System – Central Square Branch
- Cambridge Public Library System – Central
- Framingham Public Library
- Massachusetts Department of Conservation and Recreation
- Worcester Public Library – Central Facility

At the November 7, 2019 public information meeting, participants were introduced to the elements of the Scoping Report and the project team described how the document fit into the overall NEPA and project development process. Participants were also provided with three avenues to comment: to a specialized project email address, to the FHWA Division Administrator, Jeffrey McEwen, or to the MassDOT Project Manager, Mike O'Dowd. Participants at this public information meeting were reminded about the extended public comment period and invited to make comments or ask questions following the presentation. Fifty participants attended the November 7th public information meeting in Brighton. Detailed meeting minutes of the public information meeting were taken and have been posted on MassDOT's project website.

Following the meeting on November 7th, and at the request made by a member of the Project Task Force, an additional copy of the Scoping Report was placed at the central Cambridge Public Library located near Harvard Square at 449 Broadway on November 9th. On November 9th MassDOT posted the presentation made at the meeting, ensuring it was accessible to all, including those using assistive technologies. The following week, the Project Task Force met with members of the MassDOT project development team for a four-hour workshop on November 13th. A variety of topics were discussed, each with its own individual discussion table. Among the topics were future restoration of the Charles River's bank after the Project's completion, a potential temporary trestle to carry SFR and the Paul Dudley White Path during construction, rail operations during and after construction, and the Scoping Report. All meeting attendees were offered copies of the Scoping Report on a flash drive. Limited paper copies were also made available.

December 2019

During the week of November 18, 2019, advertisements were placed in the *MetroWest Daily News* and *El Planeta* regarding the second public information meeting to introduce the Scoping Report, to be held on December 4th at the Charlotte Dunning Elementary School in Framingham. Copies of public meeting advertisements are provided in Appendix B. Framingham was selected since it is considered a "bedroom community" with many of its residents commuting to Boston each day via I-90 or the WML. Framingham is also considered the urban anchor of the predominantly suburban area referred to as "MetroWest." The 4th of December was carefully selected by the Project team as providing enough time for a broad cross section of the community to have returned from any Thanksgiving travels, but still providing enough time before the December 12th comment deadline to allow attendees to finalize any comments or questions on the Scoping Report. Advertisements were placed to appear in print both before and after Thanksgiving and notices were again placed in the public libraries of Worcester and Framingham. Flyers were also distributed through Back Bay, South Station and Worcester Union Station and email alerts sent to the Task Force and general project mailing list. Sixteen participants attended the December 4th public information meeting.

The same presentation was used on December 4th as on November 7th. As before, attendees were shown the avenues by which they could submit their comments and reminded of the comment deadline. Detailed meeting minutes were taken and have been posted on MassDOT's project website.

Conclusion

The Project team received over 800 comment letters by the comment deadline of December 12, 2019. Each substantive comment received during the scoping process is documented with a corresponding response in Appendix D of this report. A summary of responses to frequently received comments and questions is provided in Section 4.0 of this report.

4.0 Summary of Responses to Frequently Received Comments on the Scoping Report

Comments during the NEPA scoping comment period were received from local, state and federal agencies; elected officials; non-governmental organizations; and members of the general public. The most frequently received comments are summarized below and organized into four broad categories: Purpose & Need, Project Alternatives, Construction and Analysis Methods. Responses to these frequently received comments are provided below. A detailed comment matrix is provided in Appendix D and includes responses to individual substantive comments made during the scoping process.

Purpose & Need Comments

Many comments were received related to the purpose and need described in the Scoping Report. The Project need describes the multimodal deficiencies within the transportation system that MassDOT is proposing to address. The purpose and need should explain clearly and concisely why this project should be implemented. The Project's current purpose and need (Section 2 of this report) describes the multimodal deficiencies within the transportation system in four general categories: Roadway Deficiencies, Safety, Rail Limitations, and Mobility Limitations and Transportation Access within the Project Area. Frequently received comments and responses related to the purpose and need are provided below.

➢ 1. Infrastructure supporting mid-day commuter rail operations: Lack of support for the inclusion of mid-day layover in the Purpose & Need of the Project

Response: The Project purpose and need describes the past, current and increasing demand for midday commuter rail storage space on the MBTA's South Side commuter rail system. MassDOT and the MBTA have conducted detailed studies to analyze the required size and location(s) necessary to accommodate the midday rail storage needs. The South Station Expansion (SSX) NEPA Environment Assessment (EA)[10] identified and analyzed 28 initial alternatives for layover, ultimately selecting a combination of three locations to satisfy the existing and projected future midday layover deficit through 2040. No single facility offers sufficient track storage space to satisfy all of the identified storage needs once the proposed expansion of South Station is completed and the anticipated service plans are actualized. BPY represented one of the three chosen locations in the SSX EA. Since the publication of the EA, the need for layover has increased, and none of the identified facilities have been built. Initial details about BPY and layover need are included below. While the overall site selection alternatives analysis was conducted as part of SSX NEPA and Massachusetts Policy Act (MEPA) processes, the I-90 Allston Multimodal Project was designated for completion of the environmental impact assessment and identification of required mitigation related to the design alternatives for the BPY layover yard. This designation was made because the design of the BPY layover yard is dependent on the final configuration of the highway interchange.

Factors that increase the layover deficit include the lengthening of train consists with more coaches and the overall addition of more train consists to the commuter rail fleet. More specifically, at currently used layover facilities, several of the tracks are too short to contain longer train sets. Further, services on existing lines are growing (including the WML), and additional services are being added, such as the South Coast Rail project. The fleet size is growing, and there is no available space to store the additional consists. The MBTA and Keolis Commuter Services, which operate and maintain the MBTA commuter rail system, have managed to move and rotate trains throughout the day to address the current deficiency, but these additional movements add congestion, unnecessary emissions, and the potential for conflicts between the terminal and south side layover facilities. These non-revenue operations stress rail operations and affect the reliability and resiliency of the system. Without a solution for essential layover space at Beacon Park Yards, as well as at Widett and Readville Yards, there will be no ability to expand service in the future or achieve initiatives such as those forward-looking service concepts proposed through MBTA's Rail Vision. All alternatives evaluated under Rail Vision propose future services that would require increases to the fleet size and require even more layover space and maintenance facilities. Regardless of the type or frequency of service, trains will always need to be cycled out of revenue service for daily maintenance.

The current MBTA South Side Service and Inspection Facility (S&I) and layover storage are located just South of Tower 1 interlocking, the approach interlocking to South Station terminal. The geographic layout and the connections from the terminal to the layover and Service and Inspection Facility create a capacity constraint, specifically when trains operating to the west, such as Worcester service, and along the Northeast Corridor (NEC) are forced to cross Tower 1, reducing the number of simultaneous parallel movements able to be made through the interlocking.

BPY is ideally situated to address the MBTA's current layover needs today, as well as to support future needs. BPY's close proximity and location on the west side of the South Station terminal would help

[10] South Station Final Environmental Assessment and 4(f) Determination, FRA and MassDOT, Oct 27, 2017

redistribute non-revenue operations from the south to the west, improving capacity through the Tower 1 terminal area and providing congestion relief to the south side operation as a whole.

The SSX EA anticipated that BPY would be able to accommodate up to 16 trainsets for midday layover. During development of the I-90 Allston Multimodal Project design concepts, MassDOT and the MBTA have agreed to limit the size and have positioned the proposed layover yard at BPY to a footprint consistent with the 2003 MBTA Easement Agreement executed between Harvard University Beacon Park Yards, LLC (Harvard) and the MBTA. The agreement granted the MBTA perpetual and irrevocable rights to the use of the easement area for the purpose of temporary storage of commuter rail trains on four tracks. The MBTA would store up to eight trains on the four tracks, consistent with the Easement Agreement.

These current and projected layover needs are not anticipated to change in the foreseeable future. No aspirational service updates (e.g., Rail Vision options) have been committed to; no funding has been committed to; and no service changes are planned to be operational on the WML by the I-90 Allston Multimodal Project design year of 2040. Without layover space, rail operations would continue to add congestion, unnecessary emissions, and the potential for conflicts between the South Station terminal and south side layover facilities. The DEIS will further document the existing and projected layover needs.

The MBTA and MassDOT have further committed to the following design and mitigation elements:

1. Construction and use of plug-in power to limit idling of trains within the yard. This action would minimize noise, vibration and diesel emissions.
2. Construction of a sound barrier wall between the rail yard and the abutting residences along Pratt Street and Wadsworth Street to further reduce noise from the yard as well as noise generated by passing trains and I-90, which would be relocated closer to the abutters.
3. Construction of drainage facilities within the rail yard to collect stormwater and treat it through infiltration to address the phosphorus TDML established for the watershed.

➢ 2. Environmental Goals: Include environmental goals, such as enhancement of the Charles River, expansion of parkland and open space, and transportation mode shifts, etc., while prioritizing safe, improved pedestrian and bicycle access/connections

Response: Many comments were received requesting the project sponsors to emphasize environmental goals, such as enhancements to the Charles River, expansion and enhancement of parkland and open space along the Charles River, and transportation mode shifts in the Project. In general, environmental goals such as these are not considered transportation deficiencies and therefore, would not be appropriate to include in the NEPA purpose and need of the project.

However, the Project need does recognize the Allston/Brighton neighborhood contains fewer acres of protected open space per 1,000 residents compared to city averages according to the City of Boston Open Space and Recreation Plan 2015-2021. The Open Space Plan identifies Allston as lacking in usable open space and anticipates an increasing need for such open space as the neighborhood develops further. The project sponsors have included several multimodal elements in the purpose and need directly related to pedestrian and bicycle connections as well as the Charles River Reservation:

- Upgrade the PDW Path to provide a two-way pedestrian and bicycle facility.
- Provide or allow for connections from the Allston, Brighton, Brookline and Boston University neighborhoods to the Charles River Reservation.
- Land use planning efforts in the area anticipate the potential for a large, new mixed-use district in

North Allston facilitated by a multimodal network of streets, paths, rail and transit facilities that will provide improved connectivity for pedestrians, bicyclists and transit users.

These elements will provide improved publicly accessible parkland and open space as well as allow for access to the Charles River Reservation within the Project Area. To that end, the currently proposed 3L Re-Alignment alternative, as described in the Scoping Report, does expand and enhance publicly accessible parkland and open space within the Project Area when compared to existing conditions. This alternative proposes to realign SFR to provide more publicly accessible parkland along the Charles River and the PDW Path.

Dedicated pedestrian and bicycle infrastructure is also an important element of the Project. The Project under the 3L Re-Alignment alternative will provide extensive bicycle and pedestrian infrastructure improvements including the ability to provide a future north-south connection to the Charles River and separation of bicycle and pedestrian paths to the greatest extent possible along the river due to the realignment of SFR, as discussed above. The 3L Re-Alignment alternative also includes creation of new east-west at-grade connection to the Charles River Reservation via Cambridge Street South and the replacement of the existing non-compliant Franklin Street bridge over I-90 with a new pedestrian and bicycle bridge. The new pedestrian and bicycle bridge would meet Americans with Disabilities Act/Massachusetts Architectural Access Board (ADA/AAB) requirements and maintain convenient direct connections from the Franklin Street/Lincoln Street area to Cambridge Street/Allston Village. Further, the 3L Re-Alignment alternative proposes to enhance the proposed bicycle/pedestrian connection from West Station to Commonwealth Avenue via Malvern Street by sizing the transitway structure to accommodate transit bus use in addition to the bike and pedestrian path originally considered. Grade separation of Cambridge Street South and Stadium Way Connector will also improve bicycle/pedestrian connectivity and safety between the community and the Charles River Reservation (elimination of traffic signal delays and vehicular conflicts) and improve traffic flow along the Cambridge Street South corridor (elimination of potential congestion associated with “short blocks”). An elevated shared use pedestrian and bicycle connection from West Station area to Babcock Street is included as part of the 3L Re-Alignment Alternative. In addition, MassDOT will investigate the feasibility of a potential future elevated shared use pedestrian and bicycle path that will connect the West Station area to the Agganis Way area along the southern boundary of Beacon Park Yards. This potential future connection would create an east-west connection to the future north-south connection from Agganis Way area to the Charles River Reservation.

Further, while transportation mode share goals are not part of the purpose and need, the Project would provide additional transit, bus, bicycle, and pedestrian facilities, including multimodal connections between these facilities.

The expansion and improvement of parkland and open space associated with the Charles River Reservation as well as pedestrian and bicycle infrastructure throughout the Project Area will be further analyzed in the DEIS. Additional details on transit and bus infrastructure and multimodal connections will also be provided in the DEIS.

Project Alternatives Comments

➢ 3. Throat Area: Support for an at-grade Throat Area option to be further analyzed in the DEIS

Response: As indicated in Section 3.3.3 of the Scoping Report, the At-Grade Throat Area Option was suggested for dismissal from further evaluation because it did not fully meet the purpose and need. However, public comments received on the Scoping Report suggested an at-grade option could provide other benefits, such as cost and schedule benefits, to the Project. Therefore, the Modified At-Grade will

be carried forward into the DEIS for further analysis. Multiple design refinements have been proposed to provide an at-grade Throat Area option that meets the purpose and need. This updated design, re-named the Modified At-Grade Throat Area Option, will result in permanent encroachment into the Charles River.

Design Modifications Considered to Meet Purpose and Need

Several commenters indicated the At-Grade Option could meet the purpose and need of the Project if design refinements were made to this option. MassDOT has further refined the design of the proposed all At-Grade Throat Area Option to allow for a future bicycle and pedestrian connection from neighborhoods in Allston, Brighton, Brookline and Boston University to the Charles River Reservation, thereby meeting the purpose and need of the Project.

In addition, the design of the Modified At-Grade Throat Area Option also addresses potential operation and safety issues associated with the all at-grade design. The at-grade design described in the Scoping Report included narrow I-90 shoulders and SFR travel lanes to minimize permanent impacts to the Charles River, but this configuration would also degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns. In particular, these narrow shoulders would not provide adequate space for stormwater or snow collection and conveyance, posing hazards to users. Therefore, similar to the SFR Hybrid and Modified Highway Viaduct designs, the Modified At-Grade design includes four-foot wide left and right shoulders on I-90 (eight additional feet total), which are wider than the designs presented in the Scoping Report. A minimum of four-foot shoulders, adjacent to the I-90 travel lanes on either side, are necessary for the safe and effective operation of the highway, including stormwater collection and conveyance to prevent flooding and ponding on the road surface and clearing snow in order to keep I-90 open during storms. SFR travel lanes have also been increased from 10-feet to 11-feet to match existing lane widths of the SFR Hybrid and Modified HV. See Section 5.2.3 for further discussion of the SFR Hybrid and Modified HV Throat Area Options. These shoulder and lane designs include the minimum acceptable widths to MassDOT. Accordingly, the Modified At-Grade Option is a safer and operationally optimized version of the at-grade designs proposed.

Other slightly modified versions of an all at-grade option have been proposed through meetings with advocacy groups and in public comments received on the Scoping Report. All of the proposed at-grade designs for the Throat Area require extending transportation facilities into the Charles River, permanently altering this natural resource, or extending the transportation facilities to the south into Boston University, causing additional encroachment upon existing Boston University infrastructure. Extending the transportation facilities into Boston University beyond 7-feet currently required for the SFR Hybrid and Modified At-Grade Throat Area options would encroach into Buick Street which provides essential access/egress to student residences and Agganis Arena and is not a viable option due to geometric and alignment constraints.[11] Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River. However, removing a travel lane from either facility would result in unacceptable increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1). Consequently, any at-grade Throat Area would require extending infrastructure with permanent structure and/or fill into the Charles River.

While permanent encroachment into the Charles River cannot be avoided with an at-grade option in the Throat Area, public comment on the Scoping Report did identify other potential benefits associated with

[11] Independent Review Team. (2018). I-90 Allston Intermodal Project Technical Report. Prepared for Massachusetts Department of Transportation. https://www.mass.gov/files/documents/2018/10/15/I-90-IRT-Executive-Summary-20181012_0.pdf

this option including cost and schedule benefits as well as potential design modifications to further minimize environmental impacts. Therefore, the Modified At-Grade will be carried forward into the DEIS for a comprehensive comparison of Throat Area options.

- **4. West Station and Rail Design: Support for a four track West Station and 15-minute inbound and outbound service on the WML as well as pedestrian and bike connections in the vicinity of West Station, specifically:**
  - **Re-Design of the Franklin St. Pedestrian Bridge**
  - **An Open Space Buffer Path on the South Side of the Layover Yard**
  - **Pedestrian Connection at Agganis Way**

Response: The Modified Flip Option for West Station described in the Scoping Report has been further refined based on comments received on the Scoping Report to include a four track, three platform station. While aspirational future service changes (e.g., proposed under the MBTA Rail Vision initiative, offering GJR passenger service, or 15-minute headways on WML) are not included as part of this Project, this layout as modified to include four tracks, would fully enable such future operations through West Station. Please see the response to Frequently Received Comment #6 below for additional details. The three-platform, four-track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service.

Harvard University has described a West Station design option, known as the Flip, that would displace the WML tracks to the north, which would leave the possibility to build a linear park containing a shared use path connecting between the rebuilt Franklin Street Bridge and points of entry at adjoining roadways within the Boston University campus. The Flip design would limit operational flexibility for WML, layover and GJR operations with lower WML speeds and geometric constraints limiting crossover moves (See Section 5.3.3). MassDOT modified the Flip layout to include tracks within the corridor that support more robust train service along the WML, optimizing zone express, Heart-to-Hub, Amtrak and other potential express operations between South Station and points west of Worcester, such as expanded Western Massachusetts service in the future.

The express track would provide the important benefit of operational resiliency through the area with the addition of a West Station on the WML. Station stops tend to be the most common places along a given line where trains stall, due to mechanical problems from stopping and starting, medical emergencies, or police activity. Thus, the ability to bypass a train stalled at a station is a reliability benefit, especially in the busy and congested nine-mile section of track that includes BPY and the future West Station. MassDOT will perform modelling of the track infrastructure to evaluate the performance benefits of the express track. These results will be included in the DEIS.

CTPS has reported that ridership on the Worcester branch had grown by about 45% between (12,787 vs 18,636), indicating that ridership on this branch has been on an upswing. Eighty-three percent (6957 out of 8364) of inbound borders between 5 am and 12 pm originate west of Route 128. Anecdotal evidence suggests that ridership could be higher if there was more parking available at these stations. Some believe that potential ridership is diminished because would-be riders are discouraged by the lack of parking. With increased parking at these stations, community pressure could grow to expand full and zone express services from the western communities.

This rail option, the Modified Flip, offers greater flexibility for current and potential future rail operations than the Harvard Flip concept; therefore, MassDOT believes that the Modified Flip Option would more fully meet the Rail Operations secondary screening criteria of the project (see Section 5.1). Rail

operations modelling will be completed for the updated Modified Flip and included in the DEIS for the alternatives carried forward.

Previous designs allowed for bike and pedestrian access from the south through West Station and along the proposed interchange roadways, to the Charles River. Additional connections have been studied to allow for a dedicated bike and pedestrian only elevated connection running north/south across the Project Area. The Highway Viaduct and At-Grade Options have been modified to better accommodate this future north-south pedestrian and bicycle elevated connection.

The DEIS also will incorporate a concept layout(s) for the Franklin Street pedestrian bridge as this pedestrian bridge will be included as an element of all build alternatives proposed for the Project. The existing pedestrian bridge ramps are not ADA compliant and the bridge needs to be addressed.

➢ 5. West Station and Rail Design: Support for a Cambridge St. Bypass Road

Response: Harvard University has described a concept in which they propose a new viaduct structure within BPY that connects Cambridge Street directly to the proposed highway interchange eastbound service road. The privately constructed bypass road to support the future private development interests of Harvard University by at least two measures:

- It may divert some through traffic away from other roadways that would become a developed urban grid bounded by I-90, Cambridge Street and SFR.
- It would provide direct access to possible future air rights development above the rail and transit facilities.

A segment of this viaduct has been incorporated into the 3L Re-Alignment alternative and would provide access to West Station for bus service (MBTA or local shuttle) and curbside drop-off and pick-up (i.e. “Kiss’n Ride”). Access to this viaduct segment would be via the highway interchange or the proposed Malvern Street Transitway. The Malvern Street Transitway would be open to bus traffic only. General purpose traffic would be allowed access to the busway from the interchange, but not via Malvern Street. This limited access busway viaduct is consistent with the purpose and need of the project to improve intermodal service transfers between bus service and rail service.

The project would not preclude future action by Harvard University or another developer to extend the viaduct westerly to intersect with Cambridge Street. MassDOT has committed to layout and space its rail facilities in a manner that would allow for future viaduct foundation construction and erection. MassDOT understands that the Cambridge Street bypass road would offer the most direct pedestrian and bicycle access to West Station from Cambridge Street and from Lincoln Street via an improved pathway from Mansfield Street. Further details about potential future development is included in the Scoping Report and will be developed in the DEIS.

➢ 6. Grand Junction: Support for rebuilding the Grand Junction Rail Bridge

Response: The involvement of the Grand Junction Line in the project is due to its location in the interchange area, rather than a purpose or need of the project. This infrastructure will need to be adjusted to accommodate any of the build alternatives since it is physically located in the project area. The Project proposes to reconstruct the Grand Junction Railroad only as necessary to maintain the existing non-revenue operation that carries equipment between the MBTA Commuter Rail Maintenance Facility and its south side operation. Understanding that there is a potential for a future project that would bring passenger service to West Station via the Grand Junction, MassDOT is also ensuring that the Project infrastructure will incorporate new Grand Junction track and signal infrastructure within the defined

Project Area to avoid the need for a future project to re-enter this congested area and potential rebuild other Project elements. MassDOT has carried forward two design concepts (SFR Hybrid and At-Grade) that would necessitate reconstruction of the bridge over Soldiers Field road as a collateral action brought on by other purpose and need improvements.

None of the Throat Area options will preclude future rebuilding of the Grand Junction Rail Bridge over Soldiers Field Road or over the Charles River after this Project is completed. The Project, as proposed, will connect logical termini as required by 23 CFR § 771.111(f); reconstruction of the Grand Junction Rail Bridge over the Charles River is located outside of the Project Area (see Section 1.2 and Figure 1). The reconstruction of the Grand Junction Bridge over the Charles River and provision of potential passenger service connections along this rail line would require its own assessment and impacts evaluation given the complexity of improvements along this dense urban rail corridor.

Therefore, reconstruction of the Grand Junction over the Charles River is beyond the scope of this Project.

The 3L Alternative with the Modified Flip West Station and Rail Layout Option maximizes rail operations with universal flexibility among the WML, layover yard and GJR, while balancing prospective future GJR service with expansion of high-speed intercity service and express commuter rail service on the WML. The refined four track, three platform layout maximizes the track and platform infrastructure to accommodate future aspirational operations, such as GJR passenger service. This layout has been developed such that West Station's design would not serve as a constraint to these types of future aspirational options; however, any such options remain independent of this Project. Any necessary studies on upgrading the GJR would be done as part of an independent project by others.

MassDOT is advancing three Throat Area options in the DEIS – the SFR Hybrid, the Modified HV, and the Modified At-Grade (see Section 5.2.3 for further discussion of the Throat Area options). Under SFR Hybrid and Modified At-Grade, the Project would reconstruct the existing GJR bridge over SFR in order to adjust the track alignment as required to cross over a depressed I-90. The GJR bridge over SFR would be lengthened to accommodate an alignment of the PDW Path along SFR. Reconstruction of the Soldiers Field Road bridge northern abutments may have some impact on the southern abutment of the Charles River bridge. This limited work along the GJR within the current Project limits would fully satisfy the Project purpose and need with respect to the GJR. The SFR Hybrid and At-Grade Options could require closure of the GJR for eight to ten years. Under the Modified HV Option, reconstruction of the Grand Junction Bridge over SFR would not be necessary.

The closure of the Grand Junction Bridge over SFR would require a lengthy detour of trainsets that need to access the BET maintenance facility on the north side, or would require the proposed MBTA South Side Maintenance Facility be constructed much sooner to alleviate the need for these detours for train maintenance during the construction of the project.

Construction Comments

➢ 7. Phasing: Construction of West Station should be accelerated

Response: Many comments were received requesting clarification of project phasing and/or specifically requesting the construction of West Station be accelerated. As described in the Scoping Report, MassDOT is no longer relying on the phased project plan described in the MEPA DEIR. The Project will be built under a single project scenario. MassDOT has committed to building West Station as part of the Project with completion prior to the end of construction, anticipated to be in 2032. The 2032 timeframe is the earliest feasible date for the construction of the full West Station, due to constructability constraints

described below. West Station is envisioned as a multi-modal transportation hub, connecting commuter rail, bus, shuttle, private vehicle and bicycle and pedestrian facilities.

MassDOT will further evaluate whether construction of the permanent West Station rail facility can be accelerated. However, the Project Team foresees little opportunity to build a functional station in the proposed and updated Modified Flip alignment without impacting or being impacted by construction of the relocated I-90 highway immediately adjacent to and partly above the rail station and tracks.

Additional details of suggested construction phasing and operation for the design-build entity, including distinctions between Throat Area options, will be provided in the DEIS.

➢ 8. Staging: General concern regarding the temporary realignment of Soldiers Field Road and the Paul Dudley White Path over the Charles River during construction due to potential environmental impacts as well as impacts to river users

Response: Many comments on the Scoping Report were received regarding staging of the Throat Area under the SFR Hybrid Throat Area Option. The public expressed concerns about the potential environmental impacts of a temporary placement of SFR and the PDW Path over the Charles River during construction. The State Historic Preservation Officer, in response to the Scoping Report, wrote that the prudent and feasible alternatives that would avoid adverse effects to historic properties should be considered "since the [SFR Hybrid Throat Area Option] involves construction of a bypass road in the Charles River, which is listed in the National Register of Historic Places within the Charles River Basin Historic District." Concerns raised by the public regarding impacts to the Charles River included impacts to river users due to narrowing of the watersheet (recreational use surface area), resiliency concerns, and stormwater management and water quality concerns.

A preliminary construction method alternatives analysis has been conducted (Appendix C of this report) by MassDOT for staging alternatives for the SFR Hybrid Throat Area Option and concludes that in order to avoid severe impacts to traffic operations, a temporary structure will be required for SFR traffic and PDW Path users during the majority of construction.

Alternative 3L with the SFR Hybrid Throat Area Option is intended to locate transportation infrastructure in the Throat Area to at-grade/below grade to the maximum extent possible by relocating the existing elevated interstate to an at-grade/below grade alignment and create as much new open public space as possible without permanently encroaching into the Charles River. A temporary relocation of SFR and the PDW Path over the Charles River is proposed as the only feasible means of enabling construction of the Throat Area to proceed under the SFR Hybrid Throat Area Option of Alternative 3L while maintaining all transportation modes within the Throat Area to the maximum extent practicable.

The construction alternatives analysis (Appendix C) identifies and evaluates potential avoidance and minimization measures for consideration during construction of the Throat Area under the Soldiers Field Road Hybrid Throat Area Option. The avoidance and minimization measures considered do not remove the potential for temporary impacts to the Charles River, but evaluate the magnitude (acreage and length of time) of impacts. This alternatives analysis assessed several scenarios including:

- Reduce the Number of Existing and Temporary SFR Travel Lanes
- Detour SFR Traffic to Memorial Drive
- Trestle Option 1 – Temporary SFR and PDW Path on Panelized Structure with Precast Slabs on Piles Approaches – approximately 50 feet between shoreline and southern edge of the structure.
- Trestle Option 2 – Temporary SFR and PDW Path on Panelized Structure with Panelized

Prefabricated Bridge Units (PBU) and Retained Fill Approaches – approximately 50 feet between shoreline and southern edge of the structure.

- Trestle Option 3 – Temporary SFR and PDW Path on Panelized Structure with Retained Fill Approaches – approximately 50 feet between shoreline and southern edge of the structure.
- Trestle Option 4 – Temporary SFR and PDW Path on Panelized Structure with Retained Fill Approaches and Revised Offset – approximately 30 feet between shoreline and southern edge of the structure.
- Embankment: Temporary SFR and PDW Path Retained Fill Roadway – No Structures

The analysis compares costs and feasibility of construction, as well as impacts to the Charles River and users of the Charles River for each proposed scenario. The analysis concluded that avoiding temporary impacts to the Charles River by re-directing traffic via a detour or reducing the number of existing or temporary travel lanes on SFR was not feasible because of high traffic volumes and lane capacity constraints on Soldiers Field Road and Memorial Drive. See Appendix C for more information.

Therefore, in order to construct the SFR Hybrid in the Throat Area and minimize traffic impacts in the area, MassDOT is proposing to temporarily relocate SFR and the PDW Path over the Charles River to enable construction and operation of a temporary I-90 during removal of the existing highway viaduct and construction of the permanent at-grade highway. The trestle would be needed during the majority of construction and would be fully removed upon completion of the Project, including all fill and piles.

Several minimization measures are discussed in the Alternatives Analysis including reducing the offset to minimize encroachment into the water sheet and impacts to river users. Trestle Option 4, which includes a temporary trestle with retained fill approaches and offset of approximately 30 feet between shoreline and southern edge of structure, has been proposed as the preferred staging scheme to the build alternative because it best balances the interests of motorists, bicyclists, pedestrians, river users and natural resources.

While MassDOT recognizes this alternative results in the largest area of temporary impacts among the trestle alternatives due to the relative quantity of temporary fill within the river, it is not as environmentally damaging as the Embankment: Temporary SFR and PDW Path Retained Fill Roadway staging alternative. The trestle location offset of 30 feet is also responsive to the river user community's preference to locate temporary SFR and the PDW Path as close to shore as possible, balancing against the impacts resulting from filling the river. Schedule, cost, constructability, and feasibility benefits of this staging scheme when compared to other staging schemes are superior.

While this comment was specific to construction staging for the SFR Hybrid Throat Area Option, it is important to note that the Modified At-Grade Option causes both temporary and permanent impacts to the Charles River. Further, the Modified HV Option, discussed in Section 5.2.3 of this document, avoids all temporary or permanent impacts to the Charles River beyond minor impacts due to outfall construction. Under the Modified HV Option, all construction, staging and temporary transportation infrastructure can be performed within the available land area.

Upon issuance of the Scoping Report, the public suggested other potential construction staging alternatives for the SFR Hybrid Throat Area Option. These suggestions are currently under review and will be further analyzed in the DEIS.

- **9. Mitigating Construction Impacts: Support for a mitigation package to address environmental impacts as well as travel impacts to commuters during and after construction, specifically:**
  - **Support for additional and improved ped/bike facilities, commuter rail and bus connections, including dedicated bus lanes, to mitigate travel impacts**

- **Support for mitigation plans to address noise and air quality concerns as well as climate change/resiliency concerns and impacts to the Charles River**

Response: Many comments were received expressing interest in potential mitigation measures related to commuting and environmental concerns during and after construction of the Project. These comments and suggestions are being taken into consideration and will be reviewed for practicability and feasibility during the environmental review process. Mitigation measures will be determined for adverse effects and described in the DEIS.

➢ 10. Support for maintaining two tracks on the Worcester Line during construction

Response: MassDOT understands the concern expressed by many that the WML must retain two tracks throughout the construction period. It is not MassDOT's purpose or intent to reduce the capacity of the WML during construction; however, in order to build the Project within the Throat Area, the design-builder may be required to reduce mainline service to a single track due to a lack of horizontal space to perform active construction while maintaining highway traffic and also allowing pathways into and out of the work site. MassDOT is concerned that phases of construction that require overhead demolition, as well as periods when either the WML or the proposed Grand Junction tracks and retaining structure are built on adjusted alignments and profiles would severely restrict WML operations.

MassDOT and MBTA will continue to work collaboratively and cooperatively to explore options to maximize availability of two revenue tracks during all peak periods of commuter rail operations in a safe manner and without interruption. MBTA Railroad Operations has specific criteria which must be adhered to by the design-build entity during active construction operations. Therefore, MassDOT will identify an alternative solution acceptable to MBTA Railroad Operations that will both allow for safe commuter transit and safe contractor operations to operate concurrently. That arrangement may require limited single-track service accommodations.

If it becomes necessary, the single-track operation would be limited to the relatively short area of the track within the Throat Area. For analysis purposes, the Project Team has conservatively estimated that the single-track operation would be up to one mile in length at a maximum but would most likely be shorter. This length of single track would not mean a reversion to the single-track service for the WML that the MBTA operated under prior to 2018. At that time, the single-track operation extended for several miles into Newton. For the I-90 construction phase, MassDOT would require the contractor to maintain two track service through Boston Landing before converging to a single track. Divergence back to double track would be made at the Commonwealth Avenue overpass.

The Project Team modeled a scenario where the WML is temporarily operated as a single-track during construction with the following assumptions and findings:

Assumptions

- Construction phasing was evaluated with single track outage between CP-3 (Commonwealth Ave area) and CP-4 (Cambridge Street area), about 1 mile long.
- Reduced track speeds during construction to 30 MPH through for the entirety of the single-track section
- Utilized the existing WML schedule/levels of service. The existing track infrastructure west of this location is saturated under existing peak-period service conditions and could not be expanded. While more midday service could be added, it would not approach peak levels and would not change the single-track analysis in any meaningful way.

Findings

- No perceivable impact to the daily rider
- Train 503, a reverse commute trip, is the only train impacted directly by the track outage,
    - The simulation resulted in roughly a two to three-minute hold at South Station
    - Could be mitigated with a minor schedule adjustment
- Assuming services are operating on time, no other anticipated delays or impacts to schedule times would be expected as a result of project construction

MassDOT does not intend to unduly restrict the design builder from completing the Project in the most feasible and expeditious manner available. MassDOT will restrict the contractor's option to limit single-track operations except when necessary to access a track area for active construction, and to maintain at least one WML track in service during all weekday periods from the normal start of rail service in the morning through the pm peak period. Full nightly or weekend closures may be allowed. Along with other mitigation, the MBTA would implement supplemental bus service operating between Boston Landing Station and downtown locations during any nightly or weekend service outages. It is anticipated that the SFR Hybrid and Modified At-Grade Options would be more likely to require single-track operations for a longer period than would be required under the Modified HV Option because of space and grade change constraints under the former options. In particular, this difference is a result of the need to temporarily shift the horizontal and vertical alignment of the tracks during construction as well as permanently relocate Grand Junction Rail onto a bridge structure over I-90 and SFR. A more complete analysis will be provided in the DEIS.

Analysis Methods Comments

- **11. General concerns and suggestions regarding methods/models used to assess traffic and transit including:**
    - **Concerns regarding CTPS modeling assumptions for determination of transit needs in the Project Area**
    - **An analysis of traffic volumes using AET data to determine the number of highway lanes needed in Allston**
    - **Loss of the right turn from Storrow Drive WB off-ramp onto the River Street Bridge**

Response:

Transit Modeling Assumptions. CTPS methodology and modeling for the project are being revised to account for the latest land use projections, latest potential future transit improvements expected in the area, and updates to project elements. All transportation analysis for the project is based on a future 2040 design year. The model now includes an earlier construction time frame for a multi-modal West Station, a new north-south transit connection between Cambridge Street/West Station and Commonwealth Avenue, and increased bus services in the study area. The updated methodology and transit-related results of the revised CTPS modeling will be documented in the NEPA DEIS and MEPA Final Environmental Impact Report (FEIR).

The model includes the addition of a new stop along the WML at West Station. The model will include a baseline case that satisfies the MBTA Service Delivery Policy Frequency of Service standards for commuter rail operations. These commuter rail service frequency standards include three trips in the peak direction during the AM Peak period, four trips in the peak direction during the PM Peak period, and every three hours in each direction for all other periods as a standard frequency of service expectation at all stations, regardless of demand. A second scenario will model the addition of one AM and one PM peak period train on the WML and to the service at West Station. Actual service delivery to West Station will

commence per the Service Delivery Policy standard and will grow in accordance with demand, consistent with the MBTA Service Delivery Policy Frequency of Service standards and MassDOT's service planning procedures for new or infill stations.

The three-platform, four-track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service. Rail operations modeling has also been completed for planning purposes to validate that the Modified Flip West Station alternative could support a potential increased Worcester Line operating plan with additional local and express service, and all local trains stopping at West Station.

CTPS is modeling bus service through West Station for the Build Alternative via several potential routes. These consist of:

- Harvard - West Station:
  - Every 10 minutes during peak; every 15 minutes midday; every 20 minutes night
- Kendall/Central - West Station:
  - Every 10 minutes during peak; every 15 minutes midday; every 20 minutes night
- Ruggles/LMA – West Station
  - Every 10 minutes during peak; every 15 minutes midday; every 20 minutes night
- MBTA Bus Route 64 diversion through West Station
  - All 2030 No Build trips rerouted via Malvern Connector
- MBTA Bus Route 66 diversion through West Station
  - MD & NT: Existing Service
  - AM & PM: Every 3rd trip rerouted via Malvern Connector

The bus and transit infrastructure throughout the Project are being designed to not preclude future service updates.

Analysis of AET Data. An analysis that relies upon existing AET data to determine future lane requirements on I-90 westbound through the Throat Area would be inappropriate. To be consistent with professional transportation engineering practices, good planning principles and the methodologies employed for the rest of the project, the analysis must be based on traffic volumes forecasts for the Build condition in the project's design year of 2040.

Modeling forecasts completed to date (DEIR) for the project indicate that volumes will increase between 2020 and 2040 on this segment of I-90 westbound. Peak hour volumes are expected to be in excess of 6,000 vehicles per hour in both the 2040 AM and PM peak hours. Based on origin/destination data prepared for the DEIR, most of these volume increases will not originate from upstream on-ramps in Boston. Rather, the increases will be due to traffic with origins/destinations that are more regional in nature, i.e., the communities north and south of Boston travelling to and from the proposed new development at the BPY and Harvard University ERC via I-93 and I-90. Analysis performed by MassDOT indicates that operations on the segment of I-90 westbound between the Massachusetts Avenue on-ramp and the Allston off-ramp would be over capacity and function at a failure condition of Level of Service F (LOS F) in the PM peak hour if the cross-section were to be reduced from four to three lanes. Consequently, MassDOT is not considering reducing the number of lanes on I-90.

Right Turn from Storrow Drive Ramp. The roadway network proposed in the DEIR has been modified from the DEIS to preserve the existing Soldiers Field Road westbound off-ramp to Cambridge Street/River Street. However, that ramp will be modified to provide only one lane for right turns to Cambridge and thru traffic to the SFR WB frontage road. Left turns onto Cambridge Street westbound will be prohibited.

5.0 Alternatives and Screening Criteria

5.1 Alternative Screening Criteria

The Scoping Report also presented screening criteria, described below, used to evaluate the reasonability of proposed alternatives. Alternatives that meet all screening criteria are deemed reasonable and will be carried forward into the DEIS for further analysis (see Section 5.4). Alternatives that do not meet or only partially meet the screening criteria described below have been deemed unreasonable for the Project and will not be carried forward into the DEIS for further analysis (see Section 5.3). The methodology that will be used to assess environmental impacts of reasonable alternatives in the DEIS is described in the NEPA Scoping Report.

Ability to Meet the Purpose & Need

- *Does the alternative fully meet the Purpose & Need of the Project?*

Construction Logistics and Feasibility

- *Is the alternative feasible to construct with existing technologies?*

Environmental Impacts

- *Does the alternative cause excessive permanent environmental impacts to natural resources when compared to other alternatives?*

Traffic Operations

- *Does the alternative adversely impact travel times within the Project Area due to congested conditions on existing or proposed roadways, or at existing or proposed intersections?*
- *Does the alternative result in worse Level of Service at existing or proposed intersections, or long vehicular queues that impact operations at adjacent intersections?*

Rail Operations

- *Does the alternative support local and regional multi-modal (pedestrian, bicycle, bus, passenger vehicle, and transit) access to a future West Station?*
- *Does the alternative support the rail operation needs of MBTA including providing operational flexibility between WML, layover, and GJR?*

Cost and Schedule

- *Does the alternative require an unreasonably high cost compared to other alternatives?*
- *Does the alternative require an unreasonably complicated or lengthy project schedule?*

5.2 Overview of Preliminary Alternatives and Subsequent Design Refinements

Three preliminary alternatives were developed and considered as part of the scoping process and presented in the Scoping Report: No Build Alternative, Major Rehabilitation and Replacement Alternative,

and the 3L Re-Alignment Alternative. A brief description of each preliminary alternative, including updates to the design of each alternative based on public comments received on the Scoping Report, can be found below.

5.2.1 No Build Alternative (Major Preservation)

Review of the No Build alternative is required in the NEPA review process and serves as a baseline against which the impacts of other alternatives can be compared. The No Build alternative describes the conditions that would exist should the Project not be implemented and makes assumptions regarding the future transportation network including what physical improvements would occur.

The No Build alternative has been updated since publication of the Scoping Report to include major preservation of the existing I-90 viaduct because MassDOT must and will fix the aging I-90 viaduct should the multimodal Project not be implemented. The scope of work would also include replacement and repair of various superstructure and substructure elements of the Cambridge Street Bridge over I-90 and MBTA Railroad. Preservation of the Franklin Street Pedestrian Bridge over I-90 and MBTA Railroad would include joint repairs and column patching (See Figure 2). This preservation and rehabilitation could be undertaken by MassDOT by right as a maintenance activity for this section of I-90. This alternative would not change access or egress points to I-90. The No Build alternative would not realign the highway, would not realign SFR, would not reconfigure the interchange, would not provide any upgrades to the PDW Path, and would not include a future West Station.

The major preservation work to the I-90 viaduct under the No Build would extend the service life of the existing I-90 viaduct for an additional 20 to 25 years. The major preservation work would restore the I-90 viaduct in its current position (including the EB On-Ramp and WB Off-Ramp bridges) to, at a minimum, its original design capacity. This is an important distinction from the Major Rehabilitation and Replacement Alternative described below, which would upgrade the existing structure to support current design loads and satisfy current design standards. The scope of work for the bridge preservation under the No Build would include: replacement of the bridge deck, deck joints and bridge railings, repair and painting of the steel stringers and steel pier cap cross girders and patching/repairs to the concrete abutments, piers and pier columns.

Cambridge Street Bridge over I-90 and MBTA Railroad work would include repair of the existing substructure, replacement of the existing bridge bearings, and replacement of the existing bridge deck. Along with the new bridge deck, the proposed structure would have new bridge joints, cycle tracks, sidewalks, railings, streetlights, median, median fence, end posts and other above-deck features. Approach roadway reconstruction work and an enhanced midblock pedestrian crossing at the Mansfield Street stairs is also included in the No Build.

The Franklin Street Pedestrian Bridge preservation work would focus on various substructure and deck joint repairs. The overall layout of this structure would not change from its current configuration.

Under this No Build alternative, there would be no significant changes to the existing rail yard or WML operations. A No Build without layover would not meet MassDOT and MBTA system-wide needs, would be inconsistent with the NEPA decision made in the SSX document that identified this location for continued layover use, and is an existing MassDOT by right use. Therefore, the No Build to be carried forward includes layover. The MBTA would utilize the layover space within its current easement area at Beacon Park under the No Build Alternative as defined under an existing easement agreement. Yard operations would include use of four existing tracks included within the MBTA easement area to address the midday storage deficiencies. MassDOT would use the existing tracks (with minor upgrades), as of by right, for layover of commuter trains within the MBTA easement, needing only minor modifications to the

yard leads. Electric plug-ins for locomotives would be installed to limit engine idling in conformance with regulatory agreements.

Layover tracks would support up to eight train sets (locomotive and up to nine passenger coaches) on four tracks per the easement agreement which deeded area within BPY to the MBTA during a series of transactions that transferred the underlying land to Harvard. The MBTA easement includes nine total tracks, split between a Main Line easement area and a layover/layup area. Four of the existing tracks provide enough space to store eight train sets.[12] The agreement also allows for the construction of a structure within the layover area to provide shelter for MBTA employees. This layover use would address the past, current, and increasing lack of midday commuter rail storage space on the MBTA's South Side commuter rail system, as presented in the purpose and need and Section 4, Frequently Received Comment #1 of this report.

The No Build would not include West Station and would not provide a multimodal West Station connection, or any of the station's associated bicycle, pedestrian, and transit connections.

5.2.2 Major Rehabilitation and Replacement Alternative

The Major Rehabilitation and Replacement alternative has not changed since publication of the Scoping Report and includes major rehabilitation of the existing I-90 viaduct (see Figure 3). This alternative would not realign the highway, would not realign SFR, would not reconfigure the interchange, would not provide any upgrades to the PDW Path, and would not support full multimodal access through a future West Station. This alternative would upgrade the viaduct's original design load capacity to current structural design and load carrying capacity requirements as well as applicable AASHTO and MassDOT Bridge Manual design requirements. The scope of work under this alternative would include a superstructure replacement with rehabilitation of the substructure. The bridge deck and steel stringers would be replaced, the steel cross girder pier caps will be repaired and strengthened to satisfy current design standards, and the concrete columns and foundations would be repaired and strengthened to satisfy current design standards. Rehabilitation of the viaduct superstructure would result in similar lane and shoulder widths as the existing condition. A slight increase in the travel way width would be achieved with new bridge railing and median barrier, and elimination of the existing safety walks. This alternative would also include rehabilitation of the Cambridge Street Bridge and replacement of the Franklin Street Bridge.

West Station would be located along the existing WML tracks on the southern edge of the site roughly between Malvern Street and Babcock Street, with the layover located in the yard area to the north of West Station. Under this arrangement, there would be two WML tracks maintaining an alignment that supports existing 79 mile per hour maximum design speeds through BPY, two GJR tracks, three platforms, and walk-up access for pedestrians to access station platforms on the south side. The layover yard would include four tracks for eight layover train sets and access via a lead track from the GJR. Such an arrangement would favor maintaining and expanding service along the WML, and universal flexibility among the WML, layover yard, and GJR tracks for rail operations. There would not be direct roadway access to air rights development south of I-90, with access presumed to originate north of the highway via elevated structures above the highway. The I-90 viaduct, remaining north of the layover yard, would continue to impede multimodal access and connectivity. West Station would be built with walk-up access for pedestrians to access station platforms from the south only. There could be bus connections to the south with a concourse transitway connecting to Malvern Street. Bus connectivity to the north and with Harvard, Central, and Kendall Squares would not be provided. There would be limited connections to the existing interchange and street network.

[12] Assumes train sets are comprised of nine coaches and one locomotive.

5.2.3 3L Re-Alignment Alternative with Options

The 3L Re-Alignment alternative (see Figure 4) is a modification of the 3K alternative described in the MEPA DEIR. The major elements of this alternative include the following:

- I-90 Urban Interchange
- Dedicated Pedestrian and Bicycle Infrastructure
- SFR Realignment
- Rail Operations and West Station
- Throat Area Options

Interchange

No changes are proposed to the interchange under the 3L Re-Alignment alternative since release of the Scoping Report. Further refinements to the 3L Re-Alignment interchange may be made during the environmental review process based on the screening criteria described in Section 5.1 and input from the public. Within the proposed interchange, the I-90 mainline would consist of three travel lanes and shoulders in each direction and widen to four travel lanes and shoulders outside of the interchange. A split diamond, urban style interchange would be constructed. The section of the I-90 Interchange west of the Charles River would be realigned to the south of its existing location. The removal of grade-separated ramps at Cambridge Street and replacement with an urban street grid will allow for the reconstruction of Cambridge Street as a "Complete Street".[13] The Project would provide extensive bicycle and pedestrian infrastructure improvements including the creation of new connections to SFR and the replacement of the existing Franklin Street Pedestrian Bridge over I-90 with a new pedestrian and bicycle bridge. A major component of this alternative would be realigning SFR to provide more open space along the river and the PDW Path. This realignment would allow for separate bicycle and pedestrian paths along the river through much of the Project Area (depending on Throat Area Option), a new bicycle and pedestrian connection to the river from Cambridge Street South that spans SFR over a depressed structural "boat section," and new on- and off- ramps to and from the proposed urban street grid.

Throat Area Options

The Scoping Report presented three Throat Area options for consideration during scoping: The Highway Viaduct, the At-Grade and the SFR Hybrid. Many public comments received during the Scoping Report comment period focused on the design of the proposed Throat Area options under the 3L Re-Alignment alternative. Upon consideration of these comments, MassDOT and FHWA have refined the design of several of these options including the Highway Viaduct and At-Grade Options to better reflect the concerns and suggestions provided by the public and other stakeholders including local, state, and federal agencies as well as elected officials, local organizations and advocacy groups, and residents. Construction details of each Throat Area Option are still under development and will be further described in the DEIS.

Highway Viaduct & Modified Highway Viaduct Options

The Scoping Report described a Highway Viaduct (HV) Option for the Throat Area which included a new I-90 elevated structure on a three-column arrangement to replace the existing structure and all other transportation infrastructure to remain at-grade (See Figure 5). The Scoping Report proposed dismissal of

[13] "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders." U.S. Department of Transportation https://www.transportation.gov/mission/health/complete-streets

this design option for the Throat Area under the 3L Re-Alignment alternative as it precluded a north-south pedestrian connection to the Charles River Reservation, thereby impeding access to the Charles River Reservation from Boston University and the Brookline neighborhood – a purpose of the Project. It was also dismissed as this design would not reduce visual impacts for surrounding neighborhoods.

Many comments were received on the Scoping Report requesting the federal environmental review process further analyze a Throat Area alternative that would not result in impacts to the Charles River or to review other construction alternatives for the SFR Hybrid that would minimize or avoid impacts to the Charles River. The Highway Viaduct Option is the only Throat Area option that does not temporarily or permanently impact the Charles River beyond minor impacts due to outfall construction. Further, several comments were received stating the Highway Viaduct should be retained for further analysis in the DEIS since a pedestrian and bike connection to the Charles River Reservation is possible under this option. Further refinements have been made to the design of a highway viaduct, resulting in a Modified Highway Viaduct Throat Area Option under the 3L Re-Alignment alternative (See Figures 6-7). These refinements include the potential for a pedestrian and bike connection from the Allston, Brighton, Brookline and Boston University neighborhoods to the Charles River Reservation. Design of the Modified Highway Viaduct can also improve the visual quality for the neighborhood beyond existing conditions through improved architectural design to better integrate the viaduct into the neighborhood. Opportunities to improve aesthetics will continue to be explored. In addition, MassDOT and FHWA are continuing to evaluate the feasibility and benefits associated with a four- or three-column arrangement as presented in the Scoping Report for the Modified HV Throat Area Option. Finally, the outside shoulder widths on I-90 have been decreased from 8 feet as described in the Scoping Report to 4 feet to be comparable to those proposed for the Modified At-Grade and SFR Hybrid cross sections. This modification narrows the overall cross section of the viaduct by 8 feet and subsequently allows for infrastructure, including SFR, to shift further south, opening up additional open space within the Throat Area.

At-Grade & Modified At-Grade Options

The Scoping Report proposed the At-Grade Throat Area Option, which reconstructed I-90 at-grade/below grade to eliminate the viaduct and retain all other transportation infrastructure at-grade, with the exception of a length of GJR track passing over I-90 and SFR after rising in elevation in a parallel alignment (See Figure 8). The PDW Path would be 12-feet-wide on a cantilevered structure for approximately 500 feet in the most constrained location in the Throat Area. In addition, the lane widths of reconstructed SFR are reduced from the existing 11-foot widths to 10-foot widths to minimize river encroachment. The travel lane widths of I-90 are reduced in width from 12-feet to 11-feet and shoulders are 2-feet wide. In addition, approximately 7-feet of Boston University property are taken to provide enough width to reconstruct the infrastructure at-grade. The 3L Re-Alignment alternative with the At-Grade Throat Area Option was proposed for dismissal in the Scoping Report because the At-Grade Throat Area Option did not allow for connections from Allston, Brighton, Brookline, and Boston University to the Charles River Reservation due to the limited space along the reservation for ramping touch down areas that would be required. Allowing for this connection is a purpose of the Project as described in Section 2 of this report. Further, the At-Grade was proposed for dismissal as it could not meet all secondary screening criteria established for the Project due to excessive permanent impacts to the Charles River. See Section 5.1 of this report for a discussion of alternative screening criteria.

Several commenters indicated an at-grade design could meet the purpose and need of the Project if design refinements were made to this option. MassDOT has further refined the design of a Modified At-Grade Throat Area Option (See Figures 9-10) to allow for a future bicycle and pedestrian connection from neighborhoods in Allston, Brighton, Brookline and Boston University to the Charles River Reservation, thereby meeting the purpose and need of the Project. In addition, the design of the all at-grade Throat Area has been refined to address potential operation and safety issues associated with the all at-grade

design as described in the Scoping Report. The at-grade design described in the Scoping Report included narrow I-90 shoulders and SFR travel lanes to minimize permanent impacts to the Charles River but this configuration would also degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns. Therefore, similar to the SFR Hybrid and Modified Highway Viaduct designs, the Modified At-Grade design includes four-foot wide left and right shoulders on I-90 (eight additional feet total). A minimum of four-foot shoulders, adjacent to the I-90 travel lanes on either side, are necessary for the safe and effective operation of the highway, including stormwater collection and conveyance to prevent flooding and ponding on the road surface and clearing snow in order to keep I-90 open during storms. SFR travel lanes have also been increased from 10-feet to 11-feet to match existing lane widths of the SFR Hybrid and Modified HV Throat Area Options. These shoulders and lane designs include the minimum acceptable widths to MassDOT. Accordingly, this Modified At-Grade Option is the most prudent and feasible version of this option and has been re-evaluated for consideration into the DEIS (See Section 5.4).

Soldiers Field Road Hybrid (SFR Hybrid) Option

The Scoping Report described the SFR Hybrid Option for the Throat Area under the 3L Re-Alignment alternative. This option elevated SFR above an at-grade/below-grade four-lane section of the I-90 eastbound travel lanes and shoulders. Because the Throat Area is too narrow to construct all transportation infrastructure at-grade without permanent encroachment into the Charles River or significant property takings, this option proposes to elevate SFR over I-90 as a means of avoiding those permanent impacts. No changes have been made to this Throat Area option since publication of the Scoping Report (See Figures 11-12).

West Station and Rail Layout Options

The Scoping Report presented three West Station and Rail Layout options for consideration during scoping: the DEIR, the Flip and the Modified Flip. While many comments received on the Scoping Report supported the inclusion of a new West Station in the Project, many commenters suggested modifications to the design of West Station proposed in the Scoping Report. As detailed below, the Modified Flip West Station and Rail Layout Option has been designed to take into account these suggestions while maintaining the agencies' needs.

DEIR West Station and Rail Layout Option

The description of the DEIR West Station and Rail Layout remains unchanged from the Scoping Report and is included below.

The DEIR included a multimodal West Station located along the existing WML tracks on the southern edge of the site roughly between Malvern Street and Babcock Street, with the layover yard located in the yard area to the north of West Station. Since the DEIR, this option has been updated to include a transit connection via Malvern Street, based on input from the DEIR process. Under this layout, there would be two WML tracks maintaining an alignment that supports existing 79 mile per hour Maximum Allowable Speed through BPY, two GJR tracks, three platforms, and walk-up access from the south for pedestrians to access station platforms. The layover yard would include four tracks to accommodate eight layover train sets and access via a lead track from the GJR. Bus access to West Station would be from a bus loop spurred from the highway interchange, while pedestrian access would be south via at grade paths from Malvern Street and Babcock Street, and north via sidewalks along the bus loop. Such an arrangement would favor maintaining and expanding service along the WML, and near universal flexibility among the WML, layover yard, and GJR tracks for rail operations.

Flip West Station and Rail Layout Option

The description of the Flip West Station and Rail Layout remains unchanged from the Scoping Report and is included below.

Since the publication of the DEIR, additional designs for West Station were proposed, and MassDOT continues to refine rail facilities details. Harvard University conceived a design concept known as the "Flip," that would position West Station to the north side of BPY and the layover yard to the south side of the station, opening up further air rights development potential east of West Station and introducing a Cambridge Street bypass (by others) for access to anticipated air rights development throughout the site. The Flip would include two WML tracks that divert to the north from the existing alignment resulting in a reduction in Maximum Allowable Speed to 49 miles per hour. The layover yard would include four tracks for eight layover trainsets, but access would be from a yard lead branched from the main line instead of from the GJR per the DEIR alternative alignments.

Bus access would be available from the new I-90 interchange and points north as well as from the future Cambridge Street Bypass connecting Cambridge Street through BPY and the busway at West Station. The Flip would include a roadway connection to the south from West Station for buses and non-motorized transport only via Malvern Street. Pedestrian access would be provided at Malvern Street (transitway) and Babcock Street, connecting to points north via the interchange area grid, and west via the Cambridge Street bypass. Pedestrians and bicyclists my also benefit by the potential Cambridge St Bypass Road, offering an alternative east-west connectivity between North Alston and West Station. In addition, this concept included a new buffer park containing a shared-use path in the place of the existing WML track along the southerly property line. The path would connect the West Station area from a new bicycle and pedestrian bridge over I-90 from Franklin Street. This layout would provide for future GJR service but also would reduce operating speeds and increase travel time for many WML riders originating from Worcester. It would also limit operational flexibility between WML, layover, and GJR because the geometric constraints presented by the layout prevents some crossover moves contained in the DEIR Option. This alternative also requires the limited freight movements along this line to cross over mainline tracks on each side of the yard, introducing freight/commuter rail conflicts that can be avoided with other station layouts.

Updated Modified Flip West Station and Rail Layout Option

Based on public comments received on the Scoping Report, the Modified Flip West Station and Rail Layout Option has been revised to include a four track, three platform station that is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for aspirational future service (see Figure 13). These refinements were made by eliminating one of the two express tracks proposed for the Modified Flip presented in the Scoping Report. The project sponsors agree the 3L Alternative with this West Station design would provide more rail operational capacity than the Modified Flip described in the Scoping Report, as this rail layout design ensures that West Station would not serve as a constraint to future service or operations updates. Additional details are included in Section 4. The rest of the Modified Flip description from the Scoping Report remains unchanged and is included below, with the updates to the number of station tracks, platforms, and express tracks presented above.

MassDOT refined the Flip concept to optimize and balance goals of both the landowner (Harvard University) and the operator (MBTA), resulting in a West Station option now called the "Modified Flip." The Modified Flip would include the WML rail operational infrastructure of the DEIR Option, while incorporating key elements of the Flip. Like the original Flip, the Modified Flip locates West Station to the north side of BPY, with bus access available from the new interchange and points north as well as from a future Cambridge Street Bypass. The Modified Flip would also provide the transitway connection to

Malvern Street and anticipate construction of the Cambridge Street bypass all to the benefit of future access to air rights development. The refinements made to Modified Flip since the Scoping Report provide four station tracks (instead of three) and three platforms (instead of two) serving both WML and potential Grand Junction passenger service. The refinements also maintain one 'express' track (instead of two) kept along the existing WML alignment, which allows commuter rail and Amtrak trains to bypass West Station for express services.

The Modified Flip positions a four-track layover yard to the south of West Station, with the lead track into the yard developed from the West Station commuter rail track, leaving the express tracks and Grand Junction tracks largely unimpacted by yard moves from South Station. The Modified Flip layout is consistent with the Massachusetts Turnpike Authority/Harvard Easement Agreement, which provided for perpetual and irrevocable rights to use the MBTA Easement Area for main line and layover uses consistent with MBTA's operating procedures. The Modified Flip maintains railroad service on the existing track alignment (south of the layover yard) and does not provide the buffer park that was proposed by Harvard in the Harvard Flip concept.

The Modified Flip layout would offer universal flexibility among the WML, layover yard and GJR, while balancing prospective future GJR service with expansion of high-speed intercity service and express commuter rail service along the WML. By allowing for future construction of the Flip's Cambridge Street bypass and general layout with West Station north of the layover yard, the Modified Flip would open up further air rights development east of West Station and access to air rights development throughout the site to satisfy the technical feasibility and economic viability established by the landowner.

5.3 Alternatives Considered and Dismissed from Detailed Analysis

It is the goal of MassDOT and FHWA to eventually select a preferred alternative that best meets the Project's purpose and need while also balancing constructability concerns, environmental impacts, traffic operations, rail operations, as well as cost and schedule requirements of the Project. The preliminary alternatives described in Section 5.2 have been evaluated based on their ability to meet the screening criteria described above in Section 5.1. The following alternatives and options are dismissed from detailed analysis and will not be further evaluated in the DEIS.

5.3.1 Major Rehabilitation and Replacement

As described in the Scoping Report, the Major Rehabilitation and Replacement Alternative would address the structural deficiencies of the viaduct, but it does not fully address other elements of the purpose and need including improving the visual quality of the neighborhood, addressing substandard highway layout and geometry, addressing excessive queuing along ramps, and addressing safety concerns on I-90 and the intersection of Cambridge Street and SFR. The height and position of the viaduct would continue to impede opportunities for the public in neighborhoods in Allston, Brighton, Brookline, and BU to access the Charles River Reservation. The age and condition of the viaduct compromise the visual quality of the surrounding area. This alternative would nominally improve mobility within the Project Area with the addition of West Station but does not provide any improved access to the Charles River Reservation and has limited bus connectivity. The Major Rehabilitation and Replacement Alternative addresses one aspect of the Project's need but does not address any of the other existing deficiencies within the Project Area.

5.3.2 3L Re-Alignment with DEIR West Station and Rail Layout Option

The DEIR West Station and Rail Layout Option presented a multimodal West Station located along the existing WML tracks on the southern edge of the site roughly between Malvern Street and Babcock Street, with the layover yard located in the yard area to the north of West Station. This option does not

meet local planning objectives as outlined by the City of Boston. Specifically, the DEIR rail layout limited air rights development and access to anticipated development throughout the Project Area. As described in the Project's purpose and need, MassDOT and FHWA recognize the potential for future development and a large, new mixed-use district in North Allston and are committed to a Project that would not preclude potential future development within the Project Area.

5.3.3 3L Re-Alignment with The Flip West Station and Rail Layout Option

The Flip diverts the existing tangential tracks into multiple curved alignments, imposing a civil speed restriction that decreases to a maximum of 49 mph, and increases customer travel times. Express tracks provide faster and more reliable service and flexibility in operations for both commuter rail and Amtrak intercity movements. Further, under the Flip configuration, layover and freight movements would be redirected along and across the mainline tracks, introducing conflicts on the mainline that could otherwise be avoided. This layout would hamper operational flexibility between WML, layover, and GJR because geometric constraints presented by the Flip layout limit crossover moves. For example, under the Flip, trains cannot move between the Grand Junction tracks at proposed West Station towards a south side destination. Once on the two northerly Grand Junction tracks, all eastbound trains must cross into Cambridge. Likewise, potential future urban rail vehicles originating from the east could not access the Grand Junction tracks at West Station under the original Flip Option. As described above, providing operational flexibility between WML, layover and GJR has been established as a rail operations screening criterion for preliminary alternatives. The Flip layout features would not provide this flexibility.

5.4 Alternatives Carried Forward into the DEIS for Detailed Analysis

5.4.1 No Build (Major Preservation)

The updated No-Build (Major Preservation) Alternative (Section 5.2.1) does not fully meet the purpose and need of the Project. However, the alternatives analysis is the heart of any environmental impact statement and should provide a thorough comparison of the environmental impacts associated with all reasonable build and no build/no action alternatives (40 CFR §1502.14(d)). Therefore, the updated No Build Alternative will be carried forward into the DEIS for further analysis (see Figure 2).

5.4.2 3L Re-Alignment with Throat Area Options

MassDOT and FHWA have determined the 3L Re-Alignment Alternative (See Figure 4) with the Modified Flip West Station and Rail Layout Option meets the purpose and need as well as the secondary screening criteria established for the Project (see Section 5.1). Three Throat Area Options under the 3L Re-Alignment Alternative also meet the screening criteria established for the Project and will be carried forward into the DEIS for further evaluation. A detailed discussion of environmental impacts and potential mitigation measures for unavoidable impacts associated with this alternative and infrastructure options will be described in the DEIS.

Interchange: The 3L Re-Alignment Alternative with the options described below fully meets the Purpose & Need as well as secondary screening criteria established for the Project. Further refinements to the 3L Re-Alignment interchange may be made during the environmental review process based on the screening criteria described in Section 5.1 and input from the public. The 3L Re-Alignment Alternative will:

- Reconfigure the I-90 interchange and replace the I-90 viaduct, addressing structural deficiencies, correcting non-conforming geometry and obsolete design and addressing safety issues within the Project Area;
- Reconfigure transit and commuter rail facilities, including construction of a new West Station and infrastructure supporting mid-day commuter rail operations; and

- Improve mobility and transportation access within the Project Area, including realignment of SFR to allow for construction of separate bicycle and pedestrian facilities on the Paul Dudley White Path and dedicated pedestrian and bicycle infrastructure throughout the Project Area.

The 3L Alternative will also provide more open space along the Charles River within the Project Area, a strong desire of the Allston community and Project stakeholders as evidenced by public comments received on the Scoping Report (see Section 4, Frequently Received Comment #2 of this report).

Throat Area: Three Throat Area Options under the 3L Re-Alignment Alternative will be carried forward to the DEIS for further analysis: The Modified Highway Viaduct, the SFR Hybrid, and the Modified At-Grade.

Modified Highway Viaduct: The Scoping Report dismissed the 3L Alternative with a Highway Viaduct Throat Area Option as it did not fully meet the purpose and need of the Project based on two elements: 1) the inability to provide a future pedestrian/bicycle connection from the south to the Charles River Reservation and 2) a similar viaduct as existing conditions would result in visual impacts to the neighborhood. Upon further design refinements, the project team determined a connection from the south to the Charles River Reservation is possible under a Modified Highway Viaduct Throat Area Option. Specifically, it would provide the improved north-south connections from neighborhoods south of the interchange to the Charles River Reservation. In addition, design of the Modified Highway Viaduct can improve visual quality for the neighborhood beyond existing conditions. Opportunities to improve aesthetics will be explored. Therefore, the Modified Highway Viaduct Throat Area Option fully meets the purpose and need of the Project and will be carried forward into the DEIS for further analysis. Further, many of the concerns raised by the public during review of the Scoping Report included impacts to river users due to narrowing of the watersheet, resiliency concerns, as well as stormwater management and water quality concerns associated with the Throat Area Options. The Modified Highway Viaduct may minimize impacts to river users as it does not encroach into the river temporarily or permanently, may provide the greatest resiliency of the Throat Area options, and could comply with stormwater standards. Based on preliminary review, this option may minimize environmental impacts during construction as well as in the final build condition and provides continuance of all existing modes of transportation during construction of the Throat Area. A full evaluation of the potential impacts and benefits of the 3L Re-Alignment alternative with the Modified HV Throat Area Option will be presented in the DEIS.

SFR Hybrid: As described in the Scoping Report, the 3L Alternative with the SFR Hybrid Throat Area Option has been deemed reasonable for the Project. This alternative meets the purpose and need of the Project as well as secondary screening criteria established for the Project. During public comment on the Scoping Report, the public expressed concerns regarding construction schedule as well as environmental impacts associated with construction of the SFR Hybrid. The project sponsors recognize the SFR Hybrid Throat Area requires a long and complicated construction period, but the construction period challenges, including cost and schedule requirements, are not considered unreasonable. In addition, while construction of the Throat Area under this option will likely result in temporary impacts to the Charles River (see Appendix C), these impacts will not persist beyond construction and will not result in excessive permanent environmental impacts to natural resources. Therefore, the 3L Alternative with the SFR Hybrid Throat Area Option will be carried forward for further analysis in the DEIS. A full evaluation of the potential impacts and benefits of the 3L Re-Alignment alternative with the SFR Hybrid Throat Area Option will be presented in the DEIS.

Modified At-Grade: As indicated in the Scoping Report, the At-Grade Throat Option was suggested for dismissal from further evaluation because it did not fully meet the purpose and need and would cause excessive permanent impacts to natural resources, failing to pass the Environmental Impacts secondary screening criterion. Multiple design refinements have been proposed to have an at grade Throat Area option meet the purpose and need. This design has subsequently been re-named the Modified At-Grade

Throat Area Option. The Modified At-Grade will result in permanent encroachment into the Charles River. However, public comments received on the Scoping Report identified other benefits an all at-grade Throat Area option could provide to the Project. Therefore, the Modified At-Grade Option will be carried forward into the DEIS for further analysis.

West Station and Rail: The 3L Re-Alignment Alternative with the **Modified Flip West Station and Rail Layout Option** refined to include a four track and three platform station has been deemed reasonable for the Project and will be carried forward for further analysis in the DEIS. As described in the Scoping Report, the Modified Flip best balances the goals of the operator (MBTA) and landowner (Harvard University), maximizing rail operations with universal flexibility among the WML, layover yard and GJR, while balancing prospective future GJR service with expansion of high-speed intercity service and express commuter rail service on the WML. The refined four track, three platform layout would accommodate future aspirational operations, such as GJR passenger service or operational concepts presented under Rail Vision. Those aspirational operations remain independent of this project.

5.5 Summary

Table 1 below summarizes which preliminary alternatives will be carried forward for further evaluation in the DEIS and which alternatives have been dismissed.

Table 1. Summary of Alternative Actions

Alternative	Option	Scoping Report Suggestion	Final Scoping Summary Action	Reasoning
No Build	N/A	Suggested to be carried forward into DEIS	Updated to include Major Preservation of the I-90 viaduct. Carried forward into DEIS	Required by NEPA 40 CFR §1502.14(d)
Major Rehabilitation & Replacement	N/A	Suggested for dismissal from further evaluation	Dismissed from further evaluation	Does not meet Purpose & Need
3L Re-Alignment	Highway Viaduct Throat Area Option	Suggested for dismissal from further evaluation	Design updated and re-named **Modified Highway Viaduct**, Carried forward into DEIS	Determined to be reasonable: Meets Purpose & Need and Screening Criteria
	At-Grade Throat Area Option	Suggested for dismissal from further evaluation	Design updated and re-named **Modified At-Grade**, Carried forward into DEIS	Determined to be reasonable: Meets Purpose & Need and Screening Criteria
	SFR Hybrid Throat Area Option	Suggested to be carried forward into DEIS	Carried forward into DEIS	Determined to be reasonable: Meets Purpose & Need and Screening Criteria
	DEIR West Station & Rail Layout Option	Suggested for dismissal from further evaluation	Dismissed from further evaluation	Does not meet Purpose & Need
	The Flip West Station & Rail Layout Option	Suggested for dismissal from further evaluation	Dismissed from further evaluation	Does not meet Rail Operations Screening Criterion
	The Modified Flip West Station & Rail Layout Option	Suggested to be carried forward into DEIS	Design updated, Carried forward into DEIS	Determined to be reasonable: Meets Purpose & Need and Screening Criteria

Figures

I-90 Allston Multimodal Project
Allston, Massachusetts

Project Area
Figure 1

Allston Multimodal Project
Allston, Massachusetts

0 200 400
Feet

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No Build Alternative
Figure 2

ALLSTON INTERCHANGE

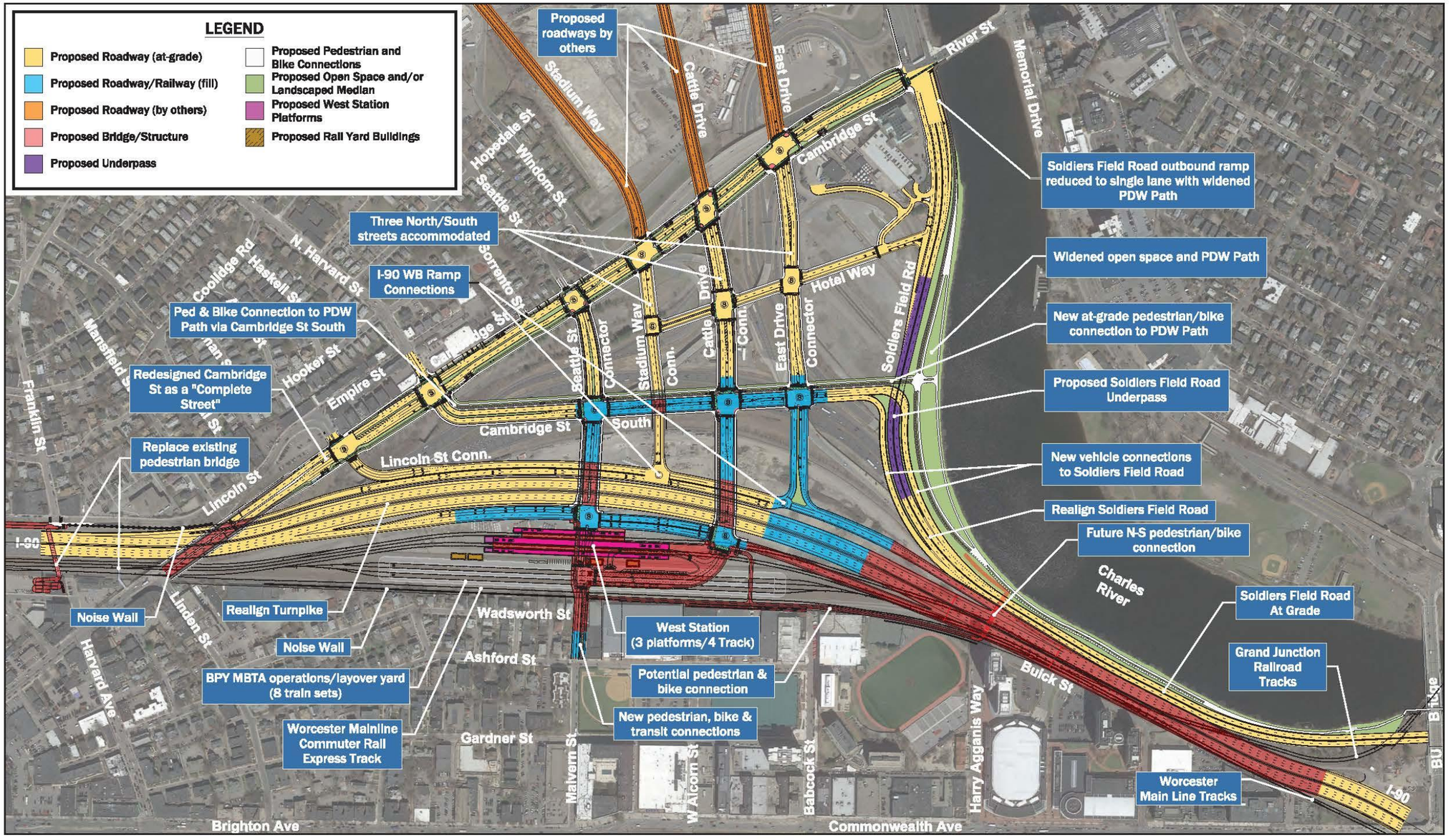
massDOT Massachusetts Department of Transportation Highway Division

N

0 200 400
Feet

Allston Multimodal Project
Allston, Massachusetts

Major Rehabilitation and Replacement Alternative
Figure 3



INTERSTATE 90 ALLSTON INTERCHANGE

massDOT Massachusetts Department of Transportation Highway Division

0 200 400 Feet

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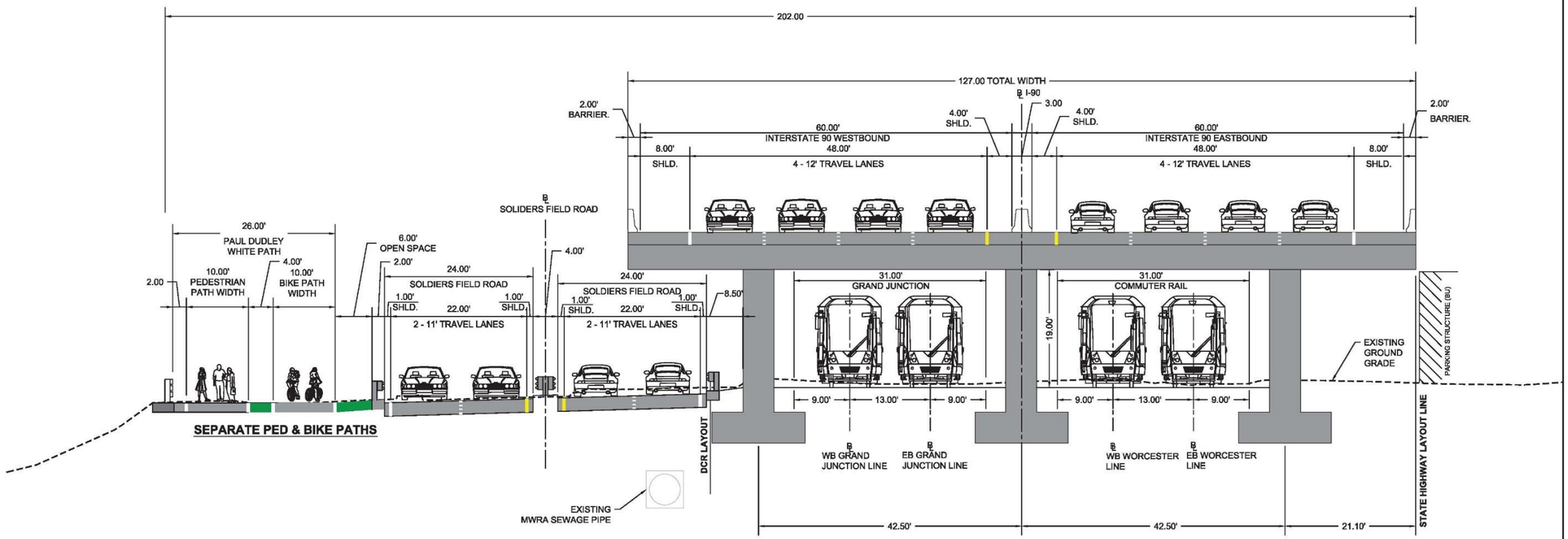
Allston Multimodal Project
Allston, Massachusetts

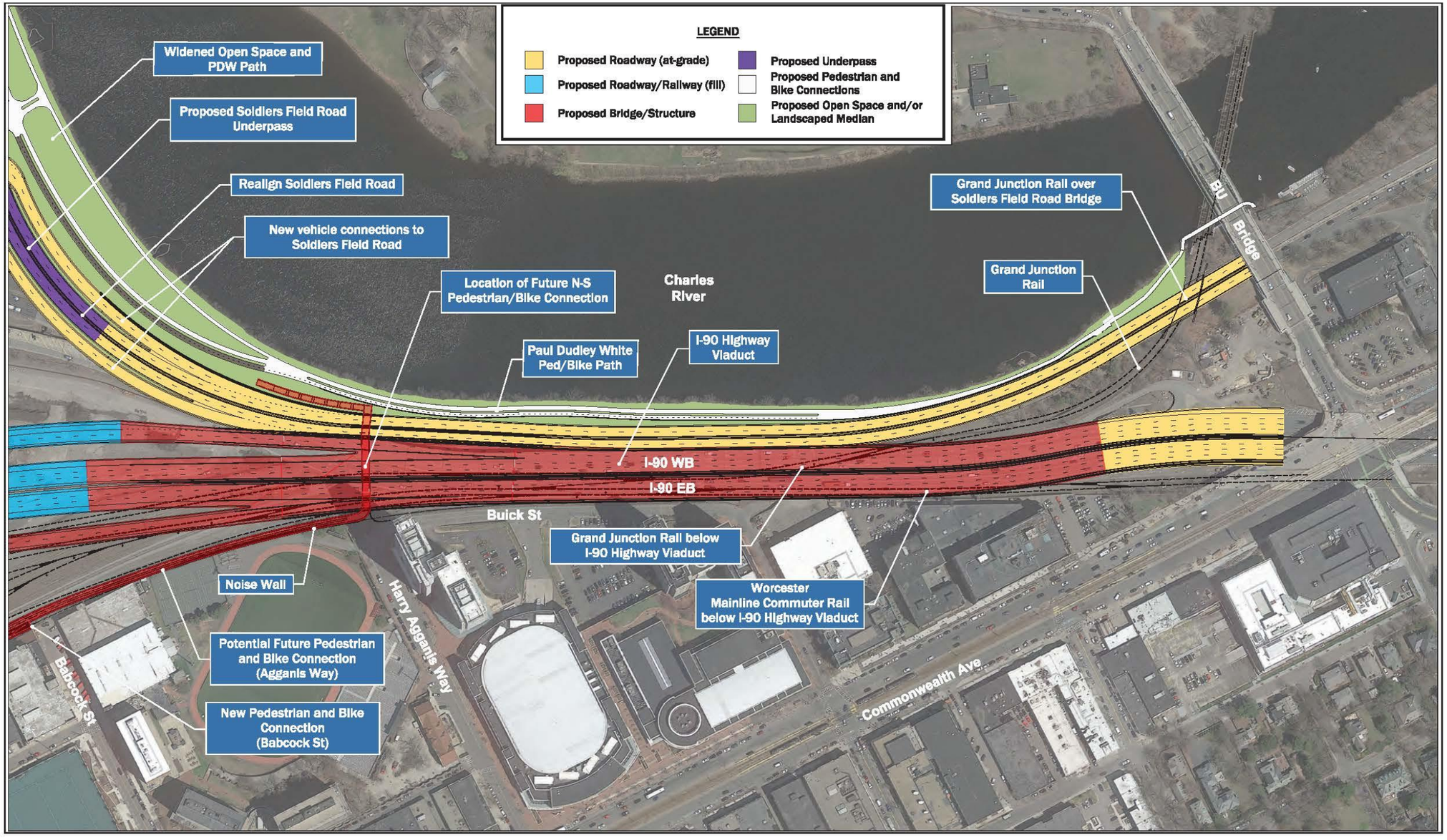
3L Re-Alignment Alternative
Figure 4



I-90 Allston Multimodal Project
Allston, Massachusetts

3L Re-Alignment Alternative
Highway Viaduct Throat Area Cross Section
Figure 5

0 8 16
Feet



ALLSTON INTERCHANGE

massDOT Massachusetts Department of Transportation Highway Division

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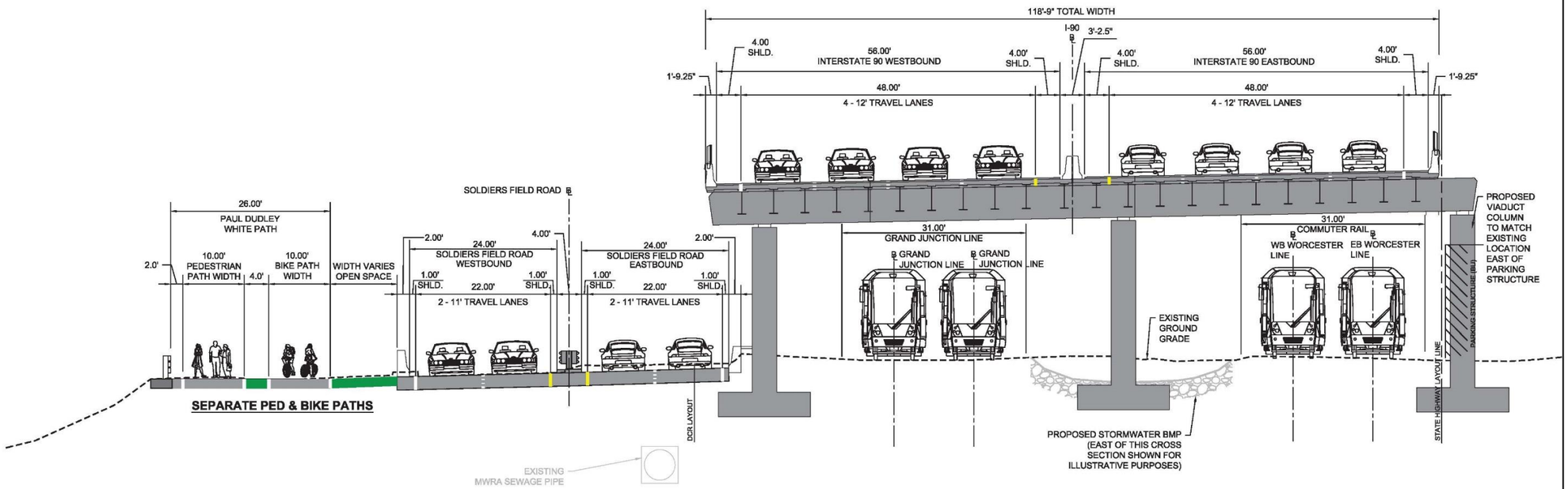
Allston Multimodal Project
Allston, Massachusetts

3L Re-Alignment Alternative
Modified Highway Viaduct Throat Area Option Plan
Figure 6



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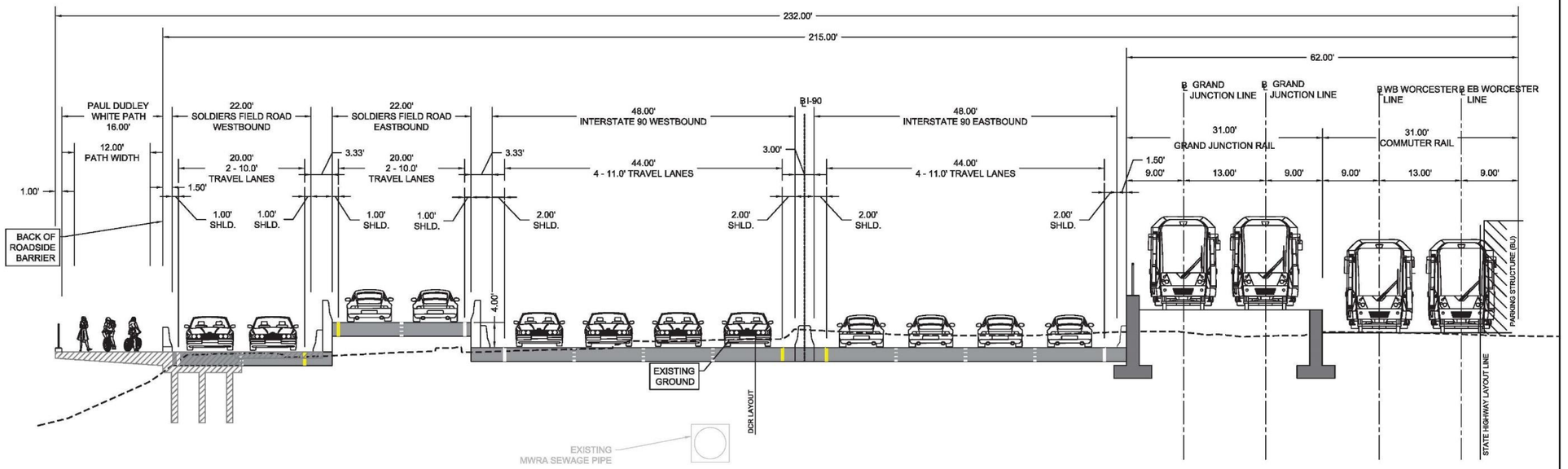
I-90 Allston Multimodal Project
Allston, Massachusetts

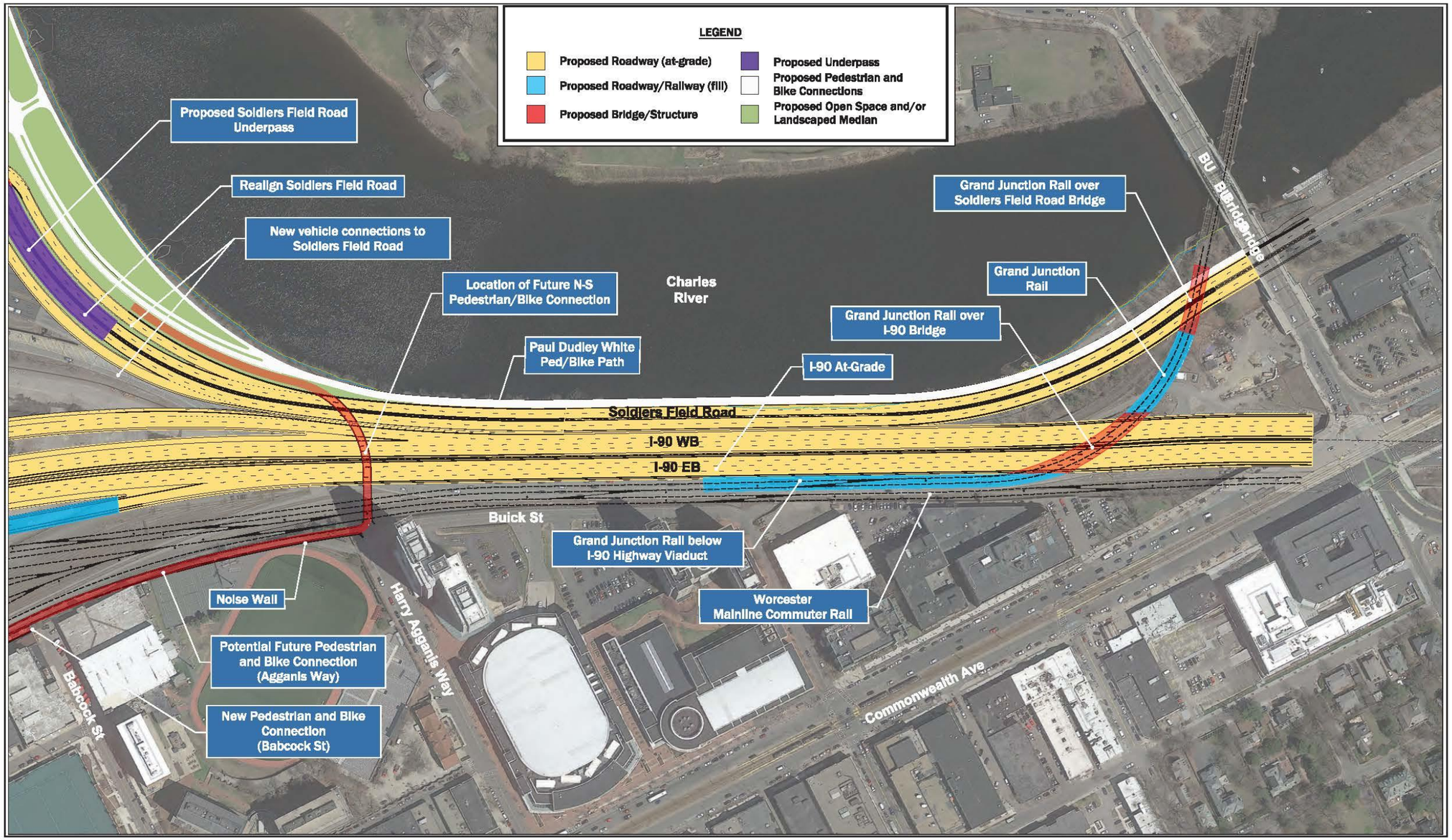
3L Re-Alignment Alternative
Modified Highway Viaduct Throat Area Cross Section
Figure 7



I-90 Allston Multimodal Project
Allston, Massachusetts

3L Re-Alignment Alternative
At-Grade Throat Area Option Cross Section
Figure 8

0 8 16
Feet



ALLSTON INTERCHANGE

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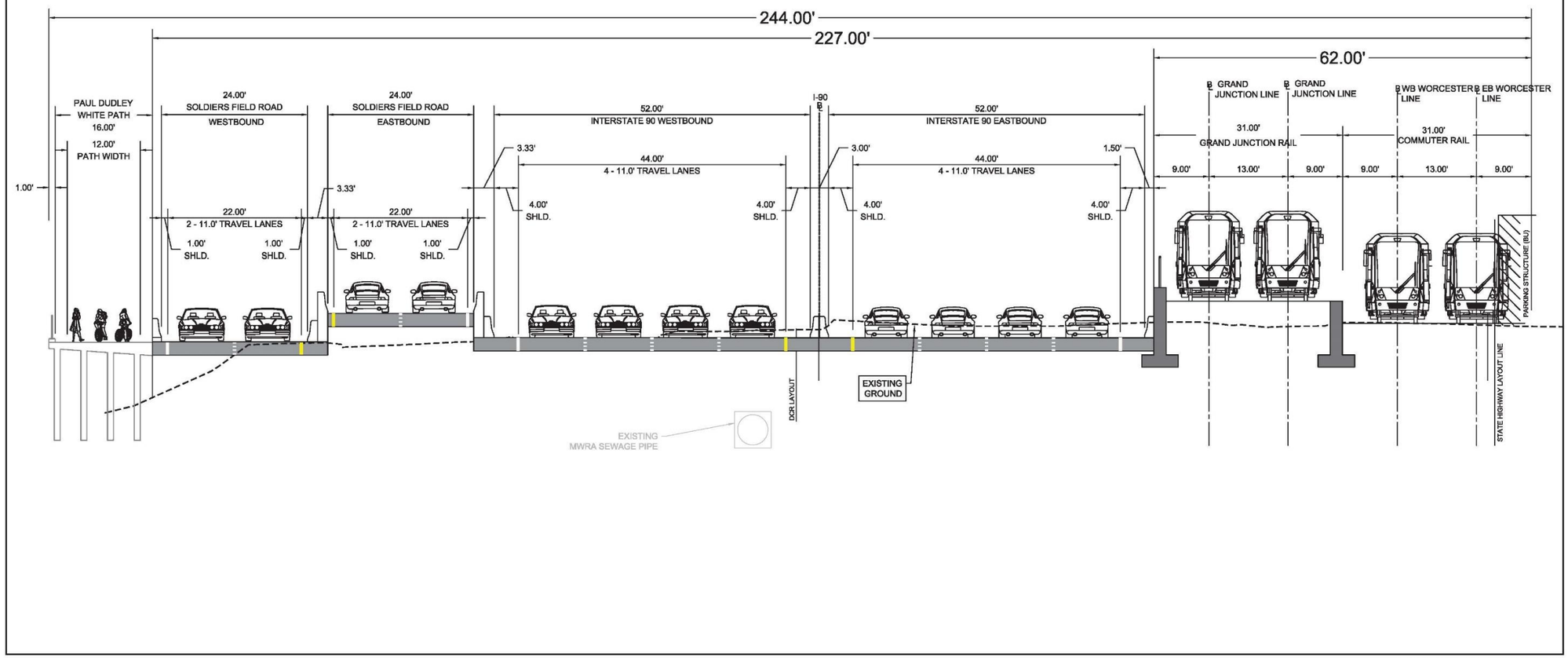
Allston Multimodal Project
Allston, Massachusetts

3L Re-Alignment Alternative
Modified At-Grade Throat Area Option Plan
Figure 9



I-90 Allston Multimodal Project
Allston, Massachusetts

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Feet

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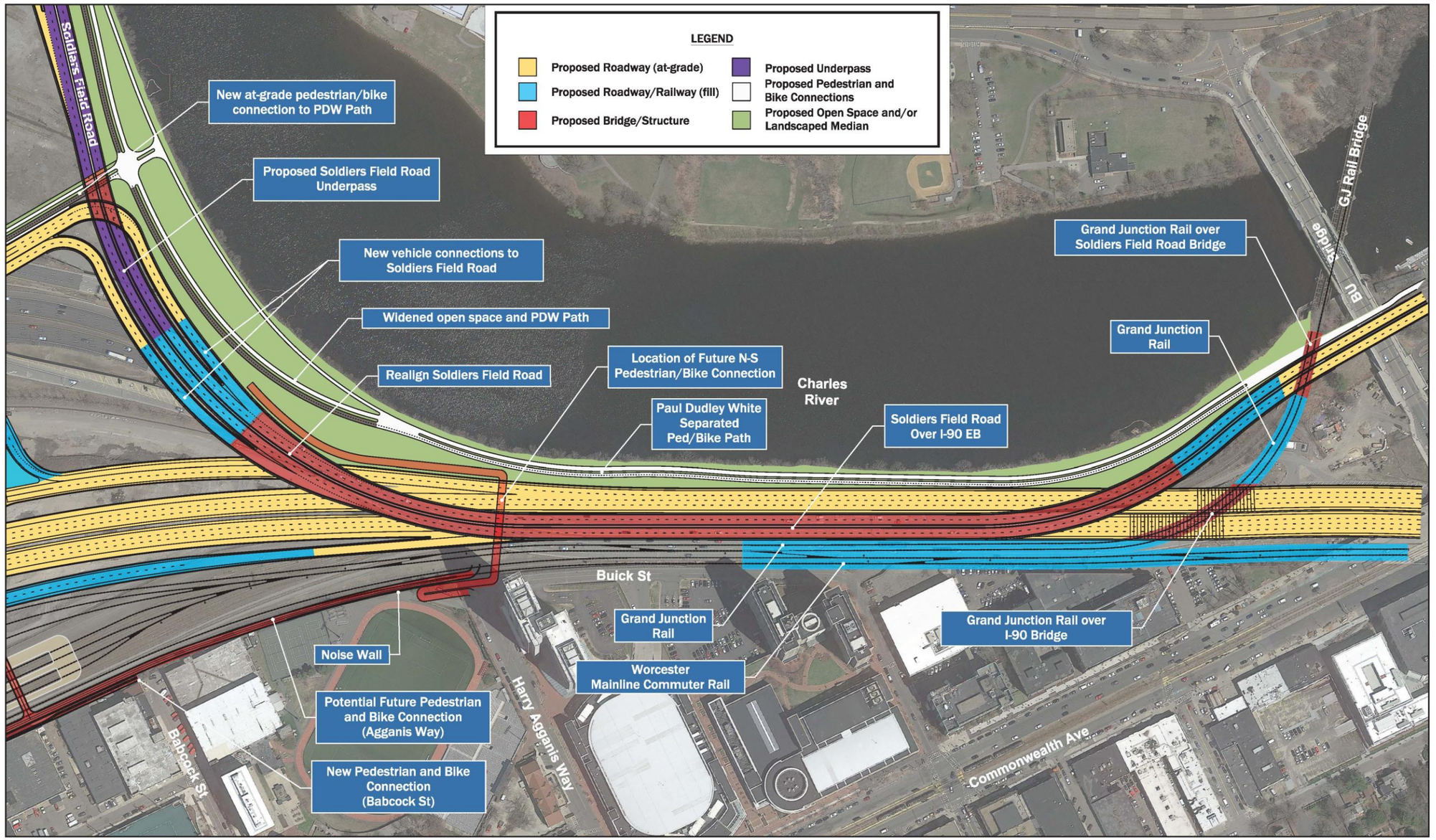
3L Re-Alignment Alternative
Modified At-Grade Throat Area Option Cross Section
Figure 10



INTERSTATE 90 ALLSTON INTERCHANGE

massDOT Massachusetts Department of Transportation Highway Division

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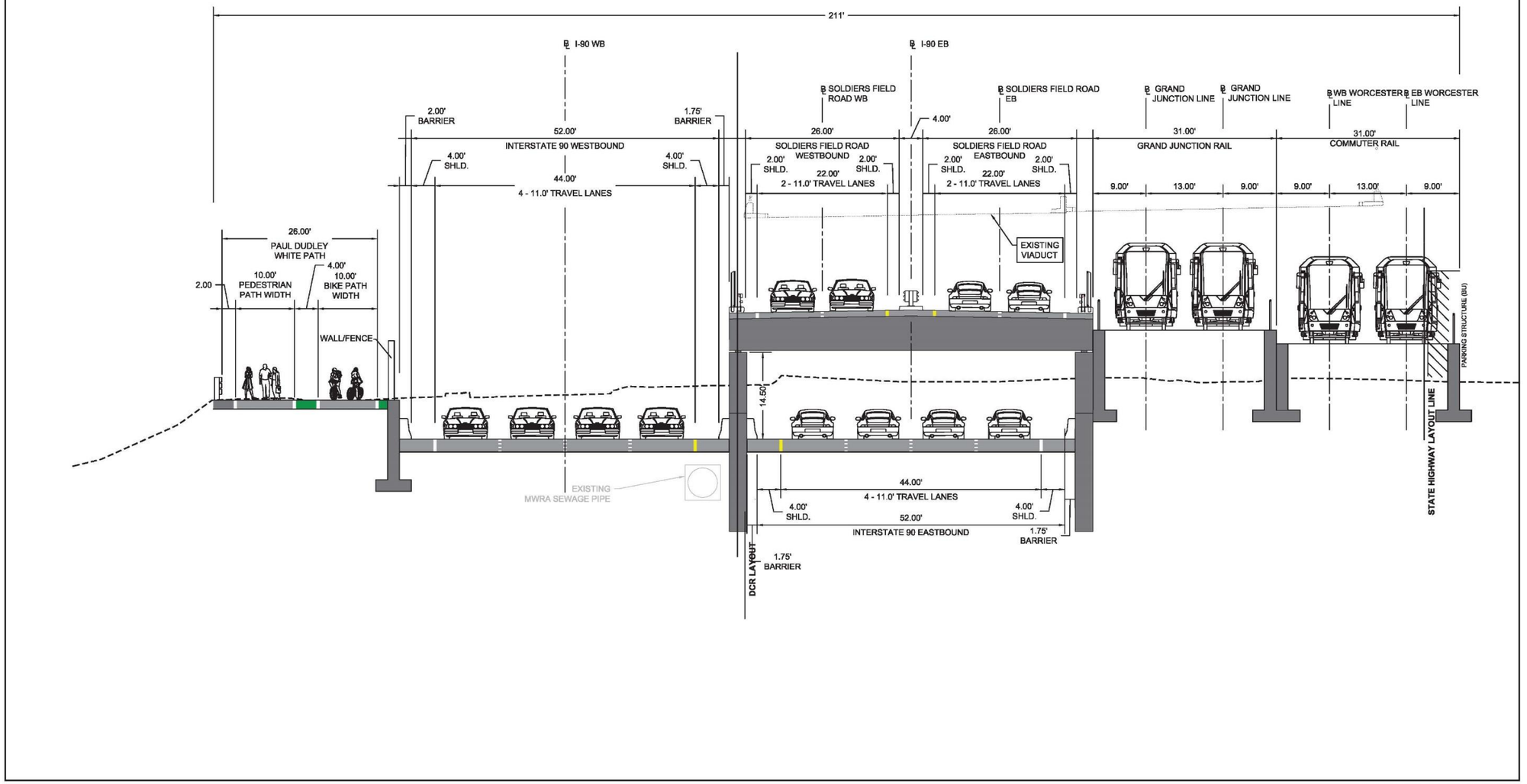
I-90 Allston Multimodal Project
Allston, Massachusetts

3L Re-Alignment Alternative
SFR Hybrid Throat Area Option Plan
Figure 11



I-90 Allston Multimodal Project
Allston, Massachusetts

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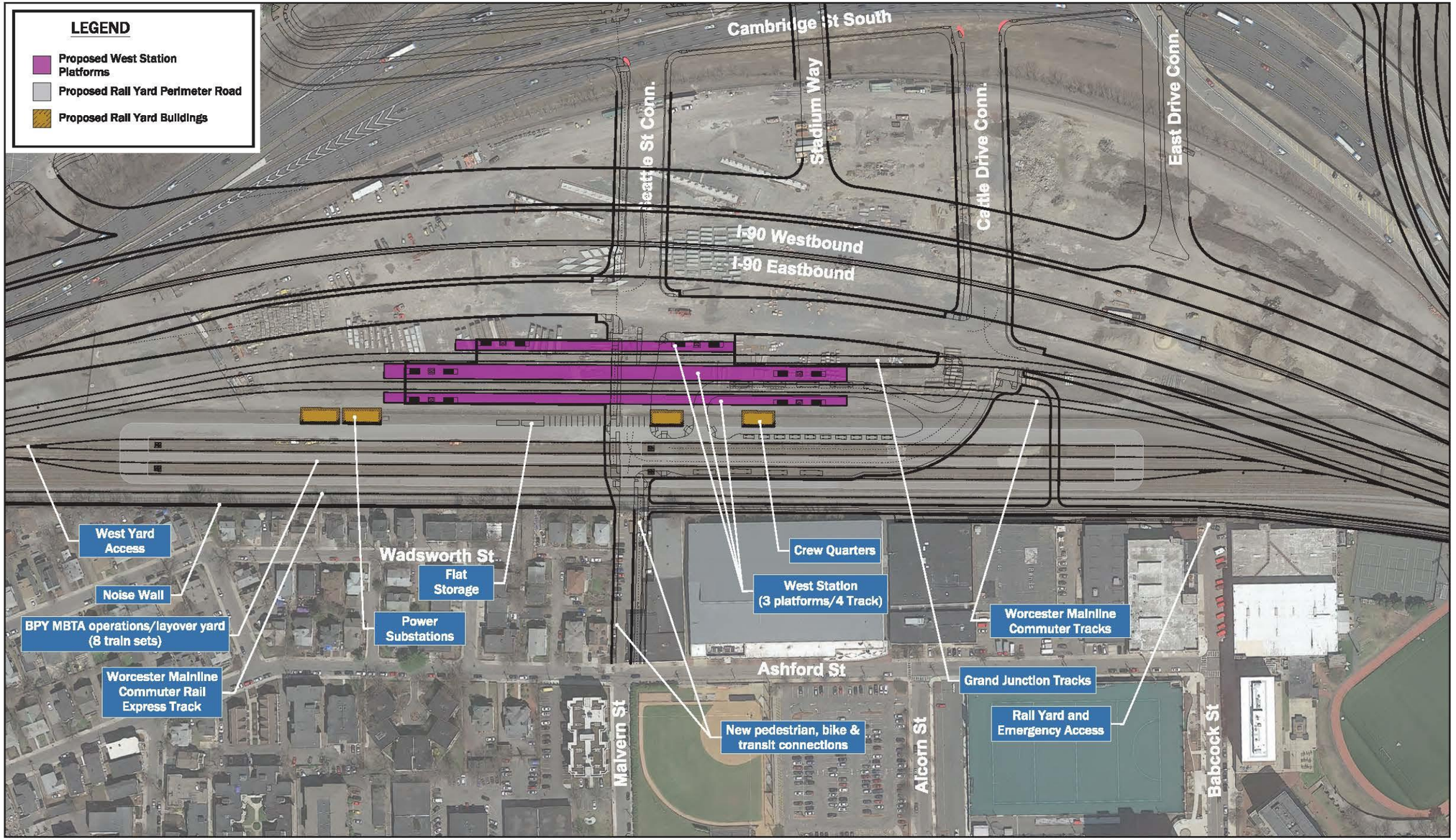
SFR Hybrid Throat Area Option Cross Section
Figure 12



INTERSTATE 90 ALLSTON INTERCHANGE

massDOT Massachusetts Department of Transportation Highway Division

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Allston Multimodal Project
Allston, Massachusetts

Updated Modified Flip West Station and Rail Layout Option
Figure 13

Appendix A

Notice of Intent

HTS Subheading	Product Description
2208.30.30**	Single-malt Irish and Scotch Whiskies (described in 2208.30.30)
6110.11.00	Sweaters, pullovers, sweatshirts, waistcoats (vests) and similar articles, knitted or crocheted, of wool
6110.12.10	Sweaters, pullovers, sweatshirts, waistcoats (vests) and similar articles, knitted or crocheted, of Kashmir goats, wholly of cashmere
6110.20.20	Sweaters, pullovers and similar articles, knitted or crocheted, of cotton, nesoi
6110.30.30	Sweaters, pullovers and similar articles, knitted or crocheted, of manmade fibers, nesoi
6202.99.15	Rec perf outwear, women's/girls' anoraks, wind-breakers & similar articles, not k/c, tex mats (not wool, cotton or mmf), cont < 70% by wt of silk
6202.99.80	Women's/girls' anoraks, wind-breakers & similar articles, not k/c, of tex mats (not wool, cotton or mmf), cont < 70% by wt of silk,
6203.11.60	Men's or boys' suits of wool, not knitted or crocheted, nesoi, of wool yarn with average fiber diameter of 18.5 micron or less
6203.11.90	Men's or boys' suits of wool or fine animal hair, not knitted or crocheted, nesoi
6203.19.30	Men's or boys' suits, of artificial fibers, nesoi, not knitted or crocheted
6203.19.90	Men's or boys' suits, of textile mats(except wool, cotton or mmf), containing under 70% by weight of silk or silk waste, not knit or croch
6208.21.00	Women's or girls' nightdresses and pajamas, not knitted or crocheted, of cotton
6211.12.40	Women's or girls' swimwear, of textile materials(except mmf), containing 70% or more by weight of silk or silk waste, not knit or crocheted
6211.12.80	Women's or girls' swimwear, of textile materials(except mmf), containing under 70% by weight of silk or silk waste, not knit or crocheted
6301.30.00	Blankets (other than electric blankets) and traveling rugs, of cotton
6301.90.00	Blankets and traveling rugs, nesoi
6302.21.50	Bed linen, not knit or crocheted, printed, of cotton, cont any embroidery, lace, braid, edging, trimming, piping or applique work, n/napped
6302.21.90	Bed linen, not knit or croc, printed, of cotton, not cont any embroidery, lace, braid, edging, trimming, piping or applique work, not napped

**Only a portion of HS8 digit is to be covered

[FR Doc. 2019–22902 Filed 10–16–19; 4:15 pm]
BILLING CODE 3290–F0–C

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare an Environmental Impact Statement for a Multimodal Project in Allston, Massachusetts

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FHWA is issuing this notice to advise the public that it is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the Allston Multimodal Project sponsored by the Massachusetts Department of Transportation (MassDOT). MassDOT proposes to address roadway deficiencies of Interstate 90 in Allston, Massachusetts. The proposed project takes into consideration current transportation deficiencies, current and future transportation facility safety, multimodal mobility, and access to the Charles River Reservation within the project area.

FOR FURTHER INFORMATION CONTACT: Jeffrey McEwen, Division Administrator, Federal Highway Administration, 55 Broadway, 10th Floor, Cambridge, Massachusetts 02142, Phone: 617–494–1788. Michael O'Dowd, Acting Director of Bridge Project Management, Massachusetts Department of Transportation, 10 Park Plaza, Suite 6340, Boston, Massachusetts 02116, Phone: 857–368–9292.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Massachusetts Department of Transportation, will prepare an Environmental Impact Statement (EIS) for the Allston Multimodal Project. The FHWA intends to issue a combined Final EIS/ROD document pursuant to 23 CFR 771.124, unless FHWA determines the regulatory criteria or practicability considerations preclude issuance of a combined document.

The purpose of the project is to address roadway deficiencies, address safety issues, improve mobility of Interstate 90 mainline and Interstate 90 interchanges 18, 19, and 20, and improve multimodal transportation

access to and within the Charles River Reservation. Proposed improvements are needed within the project area due to existing roadway deficiencies which include a structurally deficient viaduct on the Interstate 90 mainline and substandard geometric elements on both the mainline and within the interchange; existing safety deficiencies which include substantially higher than average crash rates for the mainline and the interchange; existing mobility deficiencies which include a deficient level-of-service within the interchange, commuter rail limitations, lack of multimodal connections, and inadequate bicycle and pedestrian facilities; and limited multimodal access to the Charles River Reservation.

The EIS will evaluate a range of build alternatives and a no-build alternative. Possible build alternatives include improvements to the roadway network to incorporate improvements to transit, rail, bus, bicycle and pedestrian facilities.

The EIS will evaluate potential impacts from construction and operation of the proposed project, including, but not limited to, the following: Traffic impacts, air quality and noise impacts; water quality impacts including stormwater runoff; impacts to waters of the United States; impacts to floodplains; impacts to historic and archaeological resources; socio-economic impacts including environmental justice and limited English proficiency populations; impacts to land use, vegetation and wildlife; impacts to or potential displacement of residents and businesses; and impacts to aesthetic and visual resources. Anticipated state and Federal approvals may include, but are not limited to, the following: United States Army Corps of Engineers (USACE) Section 404 of the Clean Water Act permit, USACE Section 10 of the Rivers and Harbors Act Permit, United States Coast Guard (USCG) Section 9 Bridge Permit, Massachusetts Department of Environmental Protection (MassDEP) Section 401 Water Quality Certification, MassDEP Chapter 91 License, MassDEP Wetlands Protection Act Permit, Advisory Council on Historic Preservation (ACHP) Section 106 of the National Historic Preservation Act consultation, and Section 4(f) of the U.S. Department of Transportation Act evaluation. The project will comply with the Clean Air Act, Title VI of the Civil Rights Act, and Executive Order 12898 ''Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations'' and other applicable state and Federal laws. Cooperating Agencies identified include the USACE, USCG, U.S. Department of Transportation's Federal Transit Administration, U.S. Environmental Protection Agency, MassDEP, and the Massachusetts Department of Conservation and Recreation.

Public involvement is a critical component of the project development process and will continue throughout the development of the EIS. All individuals and organizations expressing interest in the project will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to public meetings and hearing(s), the project website (*https://www.mass.gov/allston-multimodal-project*), and press releases. Public notice will be given of the time and place of all public meetings and hearing(s). To ensure that the full range of issues related to this proposed project are addressed, and all significant issues are identified, comments and suggestions are invited from all interested parties. Scoping input on the proposed project will be invited during the scoping review period and through public informational meetings, which will occur after release of the Scoping Report. Advanced notice of release of the Scoping Report and date, time and location of the public informational meetings will be provided to the public through the project website, public notices, and press releases. Such comments or questions concerning this notice, the scope of the EIS including the purpose and need, alternatives to be considered, and impacts to be evaluated may be submitted via the project website or in writing to FHWA or MassDOT at the addresses provided above.

Issued on: October 9, 2019.

Jeffrey McEwen,

Massachusetts Division Administrator, Federal Highway Administration.

[FR Doc. 2019–22796 Filed 10–15–19; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2019–0021]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their expected burdens.

DATES: Comments must be submitted on or before November 18, 2019.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: FTA Desk Officer. Alternatively, comments may be sent via email to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget, at the following address: *oira_submissions@omb.eop.gov.*

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Tia Swain, Office of Administration, Management Planning Division, 1200 New Jersey Avenue SE, Mail Stop TAD–10, Washington, DC 20590 (202) 366–0354 or *tia.swain@dot.gov.*

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On July 18, 2019, FTA published a 60-day notice (84 FR 34475) in the **Federal Register** soliciting comments on the ICR that the agency was seeking OMB approval. FTA received no comments from that publication. Accordingly, DOT announces that these information collection activities have been re-

Appendix B

Scoping Public Meeting Advertisements

The Massachusetts Department of Transportation

and

Federal Highway Administration

invite you to the

Public Information Meeting to Introduce

The National Environmental Policy Act (NEPA) Scoping Document

for the

ALLSTON I-90 MULTIMODAL PROJECT

Thursday, November 7, 2019
6:30 – 8:30 p.m.
Brighton High School, 25 Warren Street, Brighton MA

The purpose of this public information meeting, conducted by the Federal Highway Administration (FHWA) and participated in by MassDOT as the project proponent, is to provide members of the community with an opportunity to become fully acquainted with the Scoping Report for the I-90 Allston Multimodal Project. The meeting will introduce attendees to the contents of the Draft Environmental Impact Statement (DEIS) Scoping Report, provide an overview of the ongoing federal environmental permitting process for the I-90 Allston project, and outline the process for members of the public to comment on the report document. **The public information meeting will kick off a 30-day comment period.** Instructions on how to submit comments to FHWA and MassDOT will be provided at the meeting.

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of change upon request (including but not limited to interpreters in American Sign Language and languages other than English, open and closed captioning for videos, assistive listening devices and alternative material formats, such as audio tapes, Braille and large print), as available. For accommodations or language assistance, please contact MassDOT legislative liaison, Donny Dailey by phone (857) 368-8902, or by email at Donny.Dailey2@dot.state.ma.us. Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, request should be made at least ten (10) days before the meeting.

To be added to the project email list, request further information, or to view a copy of the Scoping Report **on or after November 7th,** please visit the project website at https://www.mass.gov/allston-multimodal-project.

El Departamento de Transporte de Massachusetts
y
La Administración Federal de Carreteras

Le invita a la
Reunión de Información Pública para Introducir el Documento de Alcance de la Ley Nacional de Política Ambiental (NEPA)

para el
Proyecto Multimodal Allston I-90

jueves, 7 de noviembre de 2019

6:30 – 8:30 PM
Escuela Secundaria Brighton
25 Warren Street, Brighton MA

El propósito de esta reunión de información pública, realizada por la Administración Federal de Carreteras (FHWA) y en la cual participa MassDOT como proponente del proyecto, es proporcionar a los miembros de la comunidad la oportunidad de familiarizarse plenamente con el Informe para el Proyecto Multimodal I-90 Allston. La reunión presentará el contenido del Proyecto de Informe de Alcance de la Declaración de Impacto Ambiental (DEIS), proporcionará una visión general del proceso de permisos ambientales federales en curso para el proyecto I-90 Allston, y explicará el proceso para que los miembros del público puedan comentar sobre el documento del informe. La reunión de información pública dará inicio a un período de comentarios de 30 días. En la reunión se proporcionarán instrucciones sobre cómo enviar comentarios a FHWA y MassDOT.

Esta ubicación es accesible para personas con discapacidades. MassDOT proporciona adaptaciones razonables y/o asistencia de idiomas sin costo a petición (incluyendo, pero no limitado a, intérpretes en el lenguaje de señas americano e idiomas distintos del inglés, subtítulos abiertos y cerrados para videos, dispositivos de asistencia auditiva, y formatos de material alternativos, como cintas de audio, Braille e impresión grande), según estén disponibles. Para acomodaciones o asistencia de idioma, póngase en contacto con el enlace legislativo de MassDOT, Donny Dailey por teléfono (857) 368-8902, o por correo electrónico a Donny.Dailey2@dot.state.ma.us. La solicitud debe hacerse tan pronto como sea posible antes de la reunión, y para los servicios más difíciles de organizar, incluyendo el lenguaje de señas, el CART o traducción o interpretación de idiomas, la solicitud debe hacerse al menos diez (10) días antes de la reunión.

Para ser agregado a la lista de correo electrónico del proyecto, solicitar más información, o para ver una copia del informe de alcance **a partir del 7 de noviembre**, por favor visite el sitio web del proyecto en https://www.mass.gov/allston-multimodal-project.

The Massachusetts Department of Transportation
And
Federal Highway Administration

Invites you to the

Public Information Meeting to Introduce
The National Environmental Policy Act (NEPA) Scoping Document
for the

Allston I-90 Multimodal Project

Wednesday, December 4, 2019

6:30 – 8:30 PM
Charlotte Dunning Elementary School
48 Frost Street, Framingham

The purpose of this public information meeting, conducted by the Federal Highway Administration (FHWA) and participated in by MassDOT as the project proponent, is to provide members of the community with an opportunity to become fully acquainted with the Scoping Report for the I-90 Allston Multimodal Project. The meeting will introduce attendees to the contents of the Draft Environmental Impact Statement (DEIS) Scoping Report, provide an overview of the ongoing federal environmental permitting process for the I-90 Allston project, and outline the process for members of the public to comment on the report document. **A public comment period of 37 days initiated on November 6th is currently open and will close on December 12th.** Instructions on how to submit comments to FHWA and MassDOT will be provided at the meeting.

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of change upon request (including but not limited to interpreters in American Sign Language and languages other than English, open and closed captioning for videos, assistive listening devices and alternative material formats, such as audio tapes, Braille and large print), as available. For accommodations or language assistance, please contact MassDOT legislative liaison, Donny Dailey by phone (857) 368-8902, or by email at Donny.Dailey2@dot.state.ma.us. Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) days before the meeting.

To be added to the project email list, request further information, or to view a copy of the Scoping Report, please visit the project website at https://www.mass.gov/allston-multimodal-project.

El Departamento de Transporte de Massachusetts
y
La Administración Federal de Carreteras

Le invita a la

Reunión de Información Pública para Introducir el Documento de Alcance de la Ley Nacional de Política Ambiental (NEPA)

para el

Proyecto Multimodal Allston I-90

miércoles, 4 de diciembre de 2019

6:30 – 8:30 p. m.

Charlotte Dunning Elementary School
48 Frost Street, Framingham, MA

El propósito de esta reunión de información pública, realizada por la Administración Federal de Carreteras (FHWA) y en la cual participa MassDOT como proponente del proyecto, es proporcionar a los miembros de la comunidad la oportunidad de familiarizarse plenamente con el Informe para el Proyecto Multimodal I-90 Allston. La reunión presentará el contenido del Proyecto de Informe de Alcance de la Declaración de Impacto Ambiental (DEIS), proporcionará una visión general del proceso de permisos ambientales federales en curso para el proyecto I-90 Allston, y explicará el proceso para que los miembros del público puedan comentar sobre el documento del informe. **Un período de comentarios públicos comenzó el 6 de noviembre y está abierto. El período de comentarios públicos se cerrará el 12 de diciembre**. En la reunión se proporcionarán instrucciones sobre cómo enviar comentarios a FHWA y MassDOT.

Esta ubicación es accesible para personas con discapacidades. MassDOT proporciona adaptaciones razonables y/o asistencia de idiomas sin costo a petición (incluyendo, pero no limitado a, intérpretes en el lenguaje de señas americano e idiomas distintos del inglés, subtítulos abiertos y cerrados para videos, dispositivos de asistencia auditiva, y formatos de material alternativos, como cintas de audio, Braille e impresión grande), según estén disponibles. Para acomodaciones o asistencia de idioma, póngase en contacto con el enlace legislativo de MassDOT, Donny Dailey por teléfono (857) 368-8902, o por correo electrónico a Donny.Dailey2@dot.state.ma.us. La solicitud debe hacerse tan pronto como sea posible antes de la reunión, y para los servicios más difíciles de organizar, incluyendo el lenguaje de señas, el CART o traducción o interpretación de idiomas, la solicitud debe hacerse al menos diez (10) días antes de la reunión.

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Appendix C

Throat Area Construction Staging Alternatives Evaluation for the SFR Hybrid Throat Area Option

I-90 Allston Multimodal Project

Throat Area Construction Staging Alternatives Evaluation for the SFR Hybrid Throat Area Option

Boston, MA

Submitted to:
Massachusetts Department of Transportation

August 3, 2020

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LIST OF ACRONYMS

Acronym	Meaning
ADT	average daily traffic
BMP	Best Management Practice
BWSC	Boston Water and Sewer Commission
BPY	Beacon Park Yard
BU	Boston University
BWSC	Boston Water and Sewer Commission
CRMF	commuter rail maintenance facility
GJR	Grand Junction Railroad
MassDOT	Massachusetts Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MEPA	Massachusetts Environmental Policy Act
MWRA	Massachusetts Water Resources Authority
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
PDW Path	Dr. Paul Dudley White Bike Path
PBU	prefabricated bridge unit
RCP	reinforced concrete pipe
SFR	Soldiers Field Road
vpd	vehicles per day
vph	vehicles per hour

1.0 General

A temporary relocation of Soldiers Field Road (SFR) and the Dr. Paul Dudley White bike/pedestrian path (PDW Path) into the Charles River is proposed as the only feasible means of enabling construction of the "Throat Area" of the Allston Interchange project to proceed under the 3L Re-Alignment alternative with the SFR Hybrid Throat Area Option while maintaining traffic. The Throat Area extends from the Commonwealth Avenue bridge over I-90 to a point approximately 2,500 feet west and includes all the area between Boston University (BU) to the south and the Charles River to the north. Existing transportation infrastructure that carries traffic in the Throat Area consists of four travel lanes eastbound and four travel lanes westbound on an elevated I-90 structure, two travel lanes eastbound and two travel lanes westbound on SFR at-grade (ground level), a single Grand Junction Railroad (GJR) track at-grade, two Massachusetts Bay Transportation Authority (MBTA) Framingham/Worcester commuter rail tracks at-grade, switch connections at-grade between the commuter rail tracks and the GJR track, and the PDW Path at-grade. Alternative 3L with the SFR Hybrid Throat Area Option is intended to locate transportation infrastructure in the Throat Area to "at-grade" to the maximum extent possible by relocating the existing elevated interstate to an at-grade alignment and to create as much new open public space as possible without permanently encroaching into the Charles River (See Figures 1, 2 and 3).

Alternative 3L with the SFR Hybrid Throat Area Option proposes to elevate SFR on new viaduct above the proposed 4-lane I-90 eastbound section due to at-grade space constraints that are described herein. Both eastbound and westbound directions of I-90 need to be constructed partially below-grade in depressed structural sections with retaining walls to be low enough in elevation for highway vehicles to clear under the proposed overpassing SFR viaduct and the proposed overpassing GJR structures. This below-grade I-90 relocation impacts the existing Massachusetts Water Resources Authority (MWRA) 58" x 63" brick sewer and 60" reinforced concrete pipe (RCP) sewer, the MWRA's 63" x 84" steel-sleeved water main, and the Boston Water and Sewer Commission's (BWSC's) 60" cast iron drainage trunk line and 18" sewer. These are significant utilities that must all be reconstructed and relocated to avoid impacts created by the proposed I-90 section (See Figures 4, 5 and 6).

The two proposed GJR tracks will rise in elevation from at-grade at the new proposed West Station to retained fill to an elevated viaduct that enables it to cross over both the eastbound and westbound directions of I-90 before also crossing over SFR. The two MBTA commuter rail tracks that run partially parallel to the alignment of the GJR tracks must follow the same transitional elevations as the GJR tracks to retain switch operations that are required between the two rail lines. East of the switches, the MBTA commuter rail tracks will descend in elevation from the retained fill section to the existing at-grade section just west of the Commonwealth Avenue bridge. The proposed PDW Path remains at-grade. Alternative 3L with the SFR Hybrid Throat Area Option creates almost 20' of new park space width adjacent to the Charles River within the Throat Area.

Because I-90 is proposed partially below-grade and the GJR tracks must cross I-90 to continue across the Charles River into Cambridge, the GJR tracks must follow a parallel alignment to I-90 for some distance to enable the tracks to rise from an at-grade elevation to an elevation high enough for the proposed railroad structure to pass over and clear I-90 vehicular traffic. With the proposed MBTA commuter rail tracks also at-grade or on retained fill, insufficient width between BU and the bank of the Charles River remains available within the Throat to temporarily shift travel lanes and railroad tracks out of the way and open up work areas for construction to proceed and still maintain operation of all travel lanes and tracks.

The minimum width needed to maintain traffic on these facilities at-grade during construction, without accounting for how these facilities can be instantaneously constructed into the required parallel alignments just described, is as follows:

Facility	Description	Minimum Width Required (ft)
I-90	8 travel lanes at 11 feet/lane plus 4-2 foot shoulders plus 3-2 foot barriers/walls	102
MBTA Commuter Rail	2 tracks with 13-foot separation plus 2-8 foot outside clearances	29
Grand Junction	1 track with 2-8 foot outside clearances	16
SFR	4 travel lanes at 11 feet/lane plus 4-2 foot shoulders plus 3-2 foot barriers/walls	58
PDW Path	2-way bike path (assumes wider path than existing during construction to allow offsets to vertical barriers)	16
TOTAL MINIMUM WIDTH REQUIRED DURING CONSTRUCTION		**221**
Available existing width between BU and the top of the bank at the Charles River (at the narrowest section – See Figure 7)		204

This summary shows that not only is the existing Throat width insufficient to fit these existing facilities at-grade and still maintain operation of all existing transportation modes, but no open area remains for work crews to construct the proposed Alternative 3L design. In addition, this summary does not account for work areas needed to relocate the existing utilities previously described or the work areas needed to construct temporary alignments for construction staging needed to build the new elevated structures. Consequently, to relocate the utilities, stage the construction, and build the final project configuration in the Throat Area, some existing transportation facilities need to be dimensionally changed, reduced, removed, or temporarily relocated into the Charles River.

2.0 Measures Considered to Facilitate Throat Area Construction

Measures to reduce the footprint of the existing transportation facilities in the Throat during the construction period to gain work space are discussed below. Maximizing work space benefits the Project by reducing the number of construction stages needed, which results in shorter construction time required and lower construction costs. Public safety also benefits by reducing the time that the public must pass through work zone setups. However, because the required work space dimensions and locations needed vary by the requirements of each construction stage as construction progresses, gains in available work space that can be made by adopting any of the recommendations listed below are not necessarily cumulative and they change from stage to stage. In addition, as proposed infrastructure is built through successive construction stages, becoming permanent, flexibility to implement options diminishes.

2.1 Measures Not Carried Forward

2.1.1 Reduce the Number of Existing and Temporary SFR Travel Lanes

Through the Throat Area, SFR has an Average Daily Traffic (ADT) volume of approximately 74,000 vehicles per day (vpd): 36,000 vpd eastbound/inbound and 38,000 vpd westbound/outbound. Peak hour volumes on this segment of SFR are approximately 5,500 vehicles per hour (vph) in the AM peak (3,200 vph eastbound and 2,300 vph westbound), and 5,800 vph in the PM peak hour (2,400 vph eastbound and 3,400 vph westbound).

The per lane capacity on SFR through the Throat Area is in the 1,900 to 2,000 vph range. All of the eastbound and westbound peak hour volumes are greater than the capacity of a single lane. In fact, the peak directional volumes (eastbound in the AM and westbound in the PM) would be 60 to 70 percent above the capacity of a single lane. Consequently, two travel lanes in each direction are required to process these volumes. Therefore, reducing the number of travel lanes through the Throat Area is not a feasible alternative.

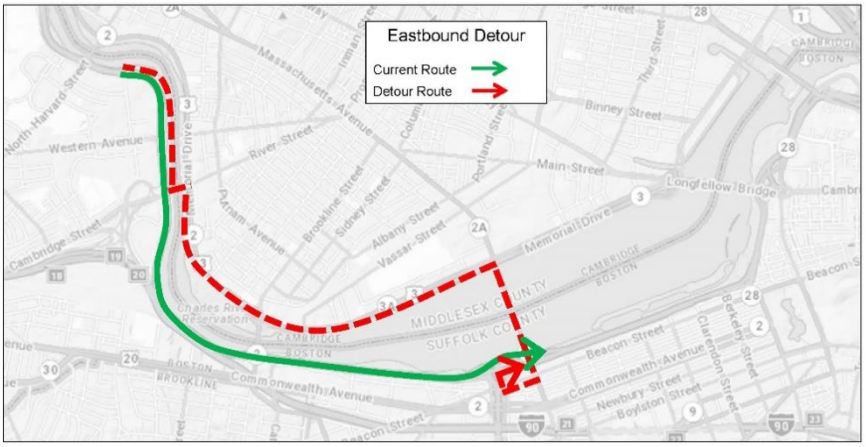
2.1.2 Detour both directions of SFR Traffic to Memorial Drive

By relocating traffic carried by all four travel lanes out of the Throat Area, at least 58 feet of work space becomes available. This would require detouring all SFR traffic onto Memorial Drive in Cambridge to bypass the SFR Throat Area construction zone.

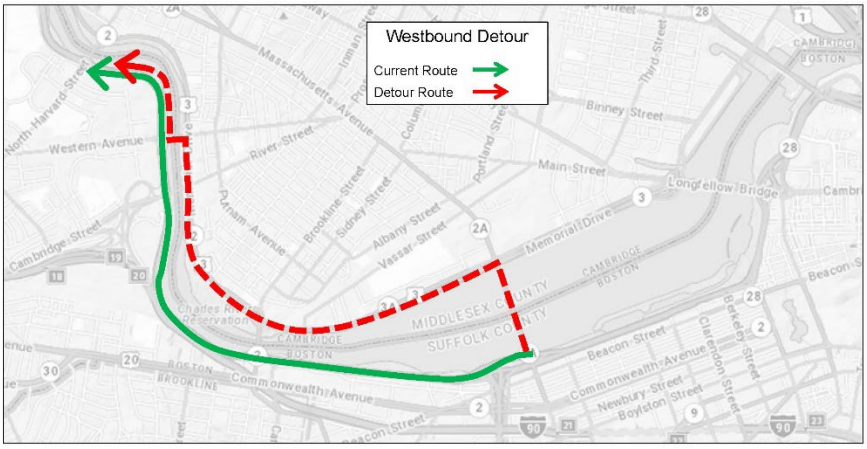
West of the Throat Area, SFR eastbound traffic would have to be detoured onto the SFR eastbound off-ramp to Western Avenue, continue straight to the intersection with Cambridge Street where the traffic would then turn left onto the River Street Bridge into Cambridge, and then right onto Memorial Drive eastbound. The detour traffic would then need to turn right onto the Massachusetts Avenue Bridge, then right onto Beacon Street westbound in Boston and right again onto the Charlesgate ramp onto SFR eastbound.

East of the Throat Area, westbound traffic would have to be detoured from SFR to Memorial Drive via the Massachusetts Avenue Bridge, then turn left onto Memorial Drive westbound to Western Avenue, where traffic would take a left onto the Western Avenue Bridge and then right onto the SFR westbound on-ramp to access SFR westbound.

The generalized SFR eastbound and westbound detour routes are illustrated in the following graphics.



Generalized SFR eastbound detour route



Generalized SFR westbound detour route

Traffic volumes on Memorial Drive are also significant, with approximately 31,000 vehicles traveling on the segment between River Street and the BU bridge daily. During the peak hours, traffic demands on this segment are approximately 2,700 vph in the AM peak and approximately 1,700 vph in the PM peak. The roadway cross-section on the portion of Memorial Drive that would be used for the SFR detour route is two lanes in each direction. There are five traffic signals on Memorial Drive between Massachusetts Avenue and Western Avenue.

As noted above, the ADT on SFR through the Throat Area is approximately 74,000 vpd, with peak hour volumes of 5,500 vph (AM) and 5,800 (PM). If the SFR traffic were detoured onto Memorial Drive, there would be over 100,000 vpd on Memorial Drive – more than tripling the current level of traffic on this roadway.

In the AM peak, there would be more than 8,000 vph on Memorial Drive, and over 7,500 vph in the PM peak. This would represent a tripling of the existing volumes in the AM peak hour and a four-fold increase during the PM peak. As the traffic signals along Memorial Drive already experience significant congestion during peak periods in the existing conditions, especially at the intersections with River Street and Western Avenue, the roadway and signals could not accommodate this magnitude of traffic increases. Additionally, significant operational impacts would be expected to occur as a result of detour traffic along the Massachusetts Avenue Bridge, at the intersection of Massachusetts Avenue and Beacon Street and at the intersection of Beacon Street and Charlesgate.

Therefore, detouring the SFR traffic from the Throat Area to Memorial Drive is not a feasible alternative.

2.1.3 Detour one direction of SFR Traffic to Memorial Drive

By relocating traffic carried by two travel lanes out of the Throat, one direction of existing SFR can be removed and approximately 26 feet of work space becomes available. This would require detouring either the eastbound or westbound SFR traffic from the Throat Area onto Memorial Drive in Cambridge. The detour routes for the eastbound and westbound SFR traffic are shown on the graphics above.

If one of the travel directions on SFR were detoured to Memorial Drive, daily volumes on the portion of Memorial Drive between River Street and the BU Bridge would more than double, from approximately 31,000 vpd to approximately 67,000 or 69,000 vpd (depending if the eastbound or westbound traffic were detoured).

During the peak hours, volumes on Memorial Drive would also be expected to approximately double or triple depending which direction of SFR were detoured into Cambridge. In the AM peak, traffic on

Memorial Drive would increase from approximately 2,700 vph to approximately 5,000 or 5,900 vph. In the PM peak, traffic demands would increase from approximately 1,700 vph to either 4,100 or 5,100 vph.

Considering the existing capacity constraints (two lanes per direction, traffic signal control at five locations) and the current level of congestion along the corridor, it is not possible for Memorial Drive to accommodate the expected level of traffic volume increases associated with detouring either the eastbound or westbound SFR traffic. Additionally, and as noted above, significant operational impacts would also be expected to occur because of detour traffic along the Massachusetts Avenue Bridge, at the intersection of Massachusetts Avenue and Beacon Street and at the intersection of Beacon Street and Charlesgate.

Therefore, detouring one direction of the SFR traffic from the Throat Area to Memorial Drive is not a feasible alternative.

2.2 Measures Carried Forward

2.2.1 Reduce the Dimension of Existing and Temporary Offsets, Travel Lanes and Shoulders

The dimensions proposed for the construction period as listed above for I-90, MBTA commuter rail track, GJR track, SFR, and PDW Path are reduced to the minimum that will be tolerated in the interest of maintaining public safety through the work zone.

2.2.2 Reduce the Number of Existing and Temporary I-90 Travel Lanes

MassDOT will permit the contractor to reduce the number of travel lanes in each direction on I-90 to two during pre-authorized off-peak periods and at night, but no more than a reduction from four lanes to three will be allowed in each direction at all other times. The reduction in number of travel lanes reduces capacity which may result in delay during peak periods if commuters do not resort to alternative travel behaviors.

2.2.3 Temporary Closure of MBTA Grand Junction Rail

The proposed work will disrupt the MBTA's GJR operation for a substantial portion of the construction period. Activities leading to the disruption include both rebuilding the Grand Junction bridge that crosses over SFR and construction to build the at-grade I-90 highway and SFR sections in the Throat Area. The bridge will be reconstructed to provide for a wider cross section of SFR that allows continuation of the PDW Path under the bridge and adjacent to the roadway. Because the bridge span will be lengthened and because the track profile cannot be adjusted in this location, the profile of SFR must be lowered, an activity that will require the bridge to be out of service. The GJR tracks through the Throat Area, presently below the westbound viaduct, will also be disrupted by the early actions needed to drop the highway to grade for temporary and permanent purposes. The existing GJR alignment will be displaced by the permanent grounding of the interstate, and the temporary at-grade highway needed to maintain interstate operations will necessarily require the roadway to break through the embankment that carries the GJR to the bridge. There is no opportunity to construct a temporary GJR alignment within the Throat Area.

The MBTA will be required to suspend operation of GJR during the construction period, affecting its commuter rail maintenance operation. All MBTA south side equipment receive heavy maintenance and repair equipment at the MBTA's Commuter Rail Maintenance Facility (CRMF) on the north side of the Charles River, including equipment that supports the Framingham/Worcester line. There are currently two to three equipment moves per day that rely on the GJR. Amtrak periodically utilizes the GJR to transfer Downeaster equipment to the south, often for maintenance conducted at its Southampton facility in Dorchester. Grand Junction is the only track of its class that is suitable to convey heavy rail equipment

between the south side and the north side within the MBTA service area. With the suspension of GJR operation, the MBTA and Amtrak will need to divert trains more than 100 miles to connect a route that is less than 3-miles-long today. These trains will run along private freight track that is not maintained to the same standards as passenger rail track, requiring movements to be moved at low speeds. The MBTA will incur both additional operating costs as well as rights costs to use the freight track. In order to avoid excessive diversions, the MBTA is planning to construct a new maintenance facility on the south side that will offer most of the capability provided at the CRMF.

2.2.4 MBTA Worcester/Framingham Commuter Rail Track Reductions

The MBTA Worcester/Framingham commuter rail line consists of two tracks operating through the Project Area. While this branch has historically operated as a single track from Newton to Boston, the MBTA has more recently added a second track to improve service delivery along the line. It is expected that construction within the Throat Area may reduce the service back to a short segment of single track for a significant period of time. Two tracks will be maintained from the west to a point near the Cambridge Street bridge and will resume near the Commonwealth Avenue bridge. In order to maintain services at the highest level, MassDOT will construct switching equipment and controls to support efficient switching operations on each side and giving priority to peak direction travel. Every effort will be made to maintain double track service for the maximum amount of project time until work requires a track to be reduced, and a second track will be restored as soon as possible when an appropriate rail alignment can be maintained.

2.2.5 Relocate Temporary I-90 WB/SFR and PDW Path Section into the Charles River

By physically relocating a portion of temporary I-90 WB, all four SFR travel lanes and the PDW Path into the Charles River, at least 74 feet of work space becomes available, thus enabling maintenance of traffic to the greatest extent and facilitating staged construction while also shortening construction duration. See Section 4.0 for further discussion.

3.0 Construction Staging Requirements and Work Space Constraints

Because the final constructed location of the proposed I-90 below-grade section is in almost the same place as the existing I-90 viaduct, construction staging must include construction of temporary I-90 travel lanes that are out of the way of both the existing viaduct and the proposed I-90 section. Therefore, the proposed construction staging approach includes moving the I-90 travel lanes off the viaduct to a temporary location, with the westbound lanes being moved first followed by the eastbound lanes. However, the only place to move these lanes within the Throat Area is already partially occupied by SFR. Development of construction staging alternatives began with the goal of having no impacts to the Charles River. As discussed in Section 1.0, it was quickly realized that even with the implementation of the proposed reductions in the number of I-90 travel lanes and the dimensional reductions of infrastructure that are recommended for adoption, there is insufficient existing open space to construct the temporary and final locations of Throat Area infrastructure without temporary encroachment into the Charles River.

The initial construction staging alternative attempted to provide the absolute minimum horizontal dimensions to construct the permanent infrastructure within the Throat Area without impacting the river. This alternative required the PDW Path to be detoured outside of the Throat Area to limit river impacts or place the path on temporary structure in the river. Even with detouring the path under this alternative, a portion of temporary SFR westbound would still need to be placed into the river in the narrowest section of the Throat Area. As this alternative was further developed, it also became apparent additional width

would be required to account for sizing of safe work zones for equipment and access, construction of SFR viaduct transition structure over I-90 outside the narrowest section of the Throat Area and elevated GJR structure over I-90. Additionally, before I-90 is relocated off the existing viaduct to a temporary location, the MWRA and BWSC sewers, the MWRA water main, and the BWSC drainage trunk lines that will be impacted (as previously described) must be moved out of the way of the proposed I-90 below-grade section. Again, the only location to place and construct most of these utilities outside the I-90 work zone is in the existing SFR and PDW Path area. Finally, this previous alternative did not provide the "potential" for longer duration of two-track MBTA commuter rail service during construction, which is an important goal for MassDOT based on the public comments received thus far.

In summary, the initial attempt to stage the construction of the Throat Area infrastructure without impacting the river proved to be infeasible. Taking all the above-mentioned constraints into account, the current construction staging approach now includes the temporary relocation of SFR and PDW Path into the Charles River (See Appendix A). The following sections explore the various alternatives for the temporary relocation of SFR and PDW Path.

4.0 Temporary Soldiers Field Road Alternatives

The Charles River lies immediately north and adjacent to the existing SFR alignment and is the most obvious and practical location to temporarily move SFR out of the Throat Area. The work will require clearing the existing river bank to facilitate access and temporary approach grading will be needed. If SFR is relocated to a temporary trestle over the Charles River a minimum structure depth of 4 feet is required, plus 2 feet of clear space (freeboard) between the underside of the bridge and the surface of the water. The elevation difference between existing SFR (in the area between Grand Junction bridge and the BU bridge) and the river is approximately 4 feet. However, the additional 2 feet required can be easily gained by transitioning the elevation of SFR on temporary embankment along the shore and for a short distance into the river beginning from the area between the two existing bridges.

If the temporary SFR relocation to the Charles River is constructed on embankment as opposed to a trestle, an elevation increase will either not be needed or will be relatively minor. Enough embankment height will need to be provided to enable extensions of existing culverts to be constructed from the existing shoreline through the temporary embankment. Sheeting installed at the outside edge of SFR is a preferred construction technique to limit the extent of fill into the river.

In an embankment option or trestle option, the SFR relocated section will need to include the PDW Path on the northern outermost side of the temporary section. The width of the temporary relocated PDW Path for both the embankment and the trestle options is planned to be wider than the existing 8-foot width because offset distances are required from the adjacent barriers on each side and to provide some relief during the construction period from the existing substandard width.

The following temporary construction alternatives for the SFR relocation into the Charles River are evaluated:

Alt. 1. Trestle – Offset approximately 50 feet between shoreline and southern edge of structure to maximize technical advantages of structure versus embankment but with greater impact with approaches constructed of panelized pre-cast concrete slabs on piles. (See Figure 8, 9 and 10).

Alt. 2. Trestle – Offset approximately 50 feet similar to Alternative 1 with approaches constructed of panelized prefabricated bridge units (PBU) and retained (sheeted) fill. (See Figure 11, 12 and 13).

Alt. 3. Trestle – Offset approximate 50 feet similar to Alternative 1 with retained (sheeted) fill approaches. (See Figure 14, 15 and 16).

Alt. 4. Trestle – Offset approximate 30 feet between shoreline and southern edge of structure to balance technical advantages of structure versus embankment at minimum possible impact, with retained (sheeted) fill approaches. (See Figure 17, 18 and 19).

Alt. 5. Embankment – In the river as little as possible and as close as possible to existing SFR, with sheeting on the river side. (See Figure 20, 21 and 22).

4.1 Temporary SFR on Trestle

The four trestle alternatives are proposed to minimize river impacts. For each trestle alternative, the environmental impact areas include the footprint of the piles supporting the trestle plus the footprint of the substructure needed to support each of the approach options.

Trestle alternatives 1 through 3 (See Figures 9, 10, 12, 13, 15 and 16) that have 50-foot offsets between the river bank and the edge of the temporary structure each include a 1,310-foot-long, straight trestle and all follow the same temporary horizontal alignment and profile. The alignment is approximately 2,300 feet long, predominantly straight and parallel to the shoreline, and curves at both ends of the tangent section in the middle to match into the existing SFR alignments to the east and west. The maximum distance between the southerly edge of the temporary trestle and the shoreline is proposed at 50 feet. This offset distance was selected with the intent of minimizing technical difficulties that will arise during construction in the transitional zone between shallow water and deeper water. Equipment and material access by barge that can operate in deeper water is preferable to the alternative of shallow water locations where barges bottom out, access is subsequently more challenging, and river impacts are greater. The extent that river recreational activities may be infringed by the temporary construction, both in its operation and in the construction and removal of it, has not been well supported by the river user community at the 50-foot offset distance. However, that offset from the riverbank avoids temporary obstruction at most of the existing drainage outfalls along the shoreline. The 50-foot offset works well geometrically at the curving east and west transitional ends, providing enough work space to construct the permanent project infrastructure in those locations. Finally, the profile of the temporary alignment must rise high enough for the temporary trestle to clear the waterline (See Figure 23). The 50-foot offset locates most of the horizontal distance required to rise to that height landward of the river, thereby minimizing the amount of temporary retained embankment fill material that must be placed in the river.

Alternative 4 (See Figures 18 and 19) proposes a 30-foot offset between the river bank and the edge of the temporary structure to be responsive to the river user community's desire to shift this temporary structure closer to the river bank. The horizontal alignment is slightly different but very similar to Alternatives 1 through 3. Because the location is 20 feet closer to the shore, the straight tangent length and curvature at each end are slightly different. The trestle is straight and 1,180 feet long. The total alignment length including the trestle and the retained fill (sheeting) is approximately the same as Alternatives 1-3 at 2,300 feet.

The total width of the Charles River bank-to-bank just beyond the upstream end of temporary SFR is approximately 580 feet and the downstream bank-to-bank width just beyond the limits of temporary SFR is approximately 450 feet. The temporary encroachment of Alternatives 1 through 3 into the river leave approximately 370 feet of clear width available to river users at the narrowest point. In comparison, Alternative 4 provides approximately 390 feet clear for boating activities.

4.1.1 Temporary SFR Trestle – Construction Access and General Construction Techniques

To construct the temporary relocation of SFR in the river under Alternatives 1-4, access from the river side using barges is preferred and truck access on the shore side must be available on the approaches. Because SFR is a parkway that prohibits truck access, some added complexity to provide access is introduced, but all construction in the Throat Area has the same challenge. The Grand Junction bridge over SFR provides only 11 feet vertical clearance, even if truck access was temporarily granted for construction. Truck access to the river is possible from I-90 by using Cambridge Street if SFR is crossed at-grade. Truck access to the river is also possible from I-90 by using the former railroad tunnel under I-90 from Cambridge Street to the former railroad yard, proceeding east under the existing I-90 viaduct, and crossing over SFR on the existing GJR bridge, with the existing bridge surface modified to carry trucks. Barge access to the site with the barges fully loaded is not feasible from upstream locations due to low bridge clearance at Western Avenue and River Street. Shore access to barges is not available downstream from those bridges to the project site. Access to barges can be made from the Grand Junction bridge over the Charles River using cranes to move materials and equipment.

Alternatives 1 through 4 require the same access and will use similar equipment to construct and dismantle temporary structures, including sheeting and retained fill. Access from shore will be very limited or not available for the removal of the temporary structures because all proposed Throat Area infrastructure will be in place and in operation by that time, leaving very little work space or access for equipment. However, a construction access may be feasible directly from the temporary I-90 westbound location by way of a short exit/entrance ramp just to the west of the BU Bridge. Access to demolish the westerly approach is expected to be available from Cambridge Street.

4.1.2 Trestle Approaches – Four Alternatives

Trestle Alternatives 1-4 have some similar structural characteristics. The middle tangent structural section of the temporary alignment will be the same for all four alternatives and it will consist of two prefabricated superstructures placed closely adjacent to each other – one carrying the two eastbound lanes and the other carrying the two westbound lanes and the PDW Path. The superstructures will be comprised of prefabricated panelized truss systems with the deck system comprised of steel decking supported on floor beams spanning transversely between the main truss elements. The combined structure will consist of ten 120-foot-long spans and a single 110-foot-long span for Alternatives 1-3 and nine 120-foot-long spans and a single 110-foot-long span for Alternative 4. The girders will be supported by substructures consisting of 20-inch diameter closed-end, unfilled steel pipe piles with concrete caps. The estimated length of the temporary piles is approximately 100-120 feet. A total of ten bents will be constructed in the water to support the spans for Alternatives 1-3 and nine bents for Alternative 4. Each bent is comprised of 16 pipe piles grouped into two 4-pile arrangements with concrete cap on the outer north and south sides and an 8-pile arrangement with concrete cap between them. The two abutments will consist of precast concrete pile caps supported by steel pipe piles – 23 piles at the westerly abutment and 22 at the easterly abutment. The total number of piles required to support the trestle portion of the temporary alignment is 205 for Alternatives 1-3 and 189 for Alternative 4. The concrete caps are likely to be partially submerged.

The curving transitional alignments at the ends of the trestle portion of the temporary alignments require different structural alternatives than what is proposed along the tangent section of the alignment. These alternatives were developed to explore the disadvantages of increasing structural requirements versus the advantages of potentially decreasing temporary environmental impact.

Alternatives 1 through 4 will also share the same typical section. The temporary alignment will carry two 11-foot-wide travel lanes both eastbound and westbound with 1’ shoulders left and right, and a 16-foot-wide temporary relocation of the PDW Path, with a total out-to-out width of approximately 80 feet accounting for the widths of the structural elements. The PDW Path will be located to the northerly side of

the alignment, separated from the westbound SFR travel lanes by a precast concrete barrier and safety fencing.

4.1.2.1 Alternative 1: Panelized Structure with P/C Slabs on Pile-supported Approaches

This alternative includes no sheeting or retained fill in the river. Multiple 12-foot-long spans of precast reinforced concrete panels supported by pipe piles are proposed along both approaches. Approximately 420 pipe piles are required in addition to the number required to support the trestle. The shoreline detail consists of cast-in-place concrete transition panels supported on the existing embankment. (See Figures 9 and 10). Some means of controlling disturbance of contaminated river bed material will be required during installation and removal of temporary structures.

4.1.2.2 Alternative 2: Panelized Structure with Prefabricated Bridge Units (PBU) and Retained Fill Approaches

This alternative is similar to some extent to Alternative 3. Sheet piling is proposed along the northerly edge of the temporary alignment with the interior sheeted area constructed of geogrid reinforced soil, but the length of sheet piling is less than Alternative 3 by approximately 50 percent. The other 50 percent of the transitional curving sections is comprised of ten PBU spans ranging from approximately 46 feet in length to approximately 49 feet supported by pipe piles and precast concrete caps. This alternative includes the installation of an additional 132 pipe piles (337 total piles) and a staggered retained fill shoreline detail along three of the ten landward ends of the PBU spans. (See Figures 12 and 13). Contaminated sediments that may be in the Charles River will need to be controlled from dispersing throughout the river when the sheeting piling and pipe piles are installed and removed.

4.1.2.3 Alternative 3: Panelized Structure with Retained Fill Approaches

This alternative, similar to Alternatives 1 and 2, positions the trestle 50 feet offset from the shoreline. The alternative requires the installation of sheet piling along the entire northerly edge of the temporary alignment from the trestle abutments to the Charles River shoreline as the alignment transitions to landward locations. The enclosed space is then filled with geogrid reinforced soil that supports a full depth roadway pavement section. The existing organics enclosed within the sheet piling will need to be removed and a geosynthetic separator fabric will be placed on the underlying native soil before the geogrid reinforced soil is placed. (See Figures 15 and 16). Contaminated sediments from the Charles River will need to be controlled from dispersing throughout the river when the sheeting piling is installed and removed.

4.1.2.4 Alternative 4: Panelized Structure with Retained Fill Approaches

This alternative is a modification of Alternative 3. The structure-to-shore offset distance decreases from 50 feet to 30 feet with the approach geometry altered to transition to the revised offset distance.

Similar to Alternative 3, this alternative requires the installation of sheet piling along the entire northerly edge of the temporary alignment from the trestle abutments to the Charles River shoreline as the alignment transitions to landward locations. The enclosed space is then filled with geogrid reinforced soil that supports a full depth roadway pavement section. The existing organics enclosed within the sheet piling will need to be removed and a geosynthetic separator fabric will be placed on the underlying native soil before the geogrid reinforced soil is placed. (See Figures 18 and 19).

Contaminated sediments from the Charles River will need to be controlled from dispersing throughout the river when the sheeting piling is installed and cut 2 feet below the river bed surface when the sheeting is removed.

4.2 Temporary SFR on Embankment

The temporary SFR horizontal alignment for the embankment alternative, Alternative 5 (See Figures 21 and 22), is controlled for most of its length by the geometry and location required for the temporary I-90 at-grade westbound section. The intent is to construct the embankment alternative of temporary SFR as far to the south as possible, but it can be located no further to the south (towards BU) than the northerly (towards the river) limit of temporary I-90 WB. The alignment and location of temporary I-90 WB is controlled by the northerly limit of temporary I-90 EB, and so on for all infrastructure within the Throat Area. The northerly property line, including the 7 feet of property BU has made permanently available to the Project, establishes the final southerly limit against which all infrastructure within the Throat Area is bounded and which ultimately establishes how far to the south (landward) temporary SFR can be.

The elevations of temporary I-90 WB and SFR will be very similar which will facilitate the simultaneous construction of both. The existing culvert extensions and sheet piling will be constructed first followed by embankment construction and the PDW Path relocation. After the path is relocated, the remainder of the embankment within the sheeting and up to the limits of the existing SFR can be constructed. While construction of the SFR embankment alternative is relatively straightforward, removal of the sheeting and embankment is not because after the final Throat Area infrastructure is complete, very little landside work space will be available for equipment, workers and transportation connections needed for the demolition. In comparison to Alternatives 1-4, the clear width of the Charles River available for boaters between temporary SFR and the far bank is 425 feet, or approximately 35 feet wider than any of the other alternatives.

4.2.1 Temporary SFR on Embankment – Construction Access and General Construction Techniques

Alternative 5 will be constructed substantially from shore, but some access from the river side will likely be required. Similar to the other alternatives, removal of the temporary embankment and sheeting will be challenging due to very limited open space for equipment and materials on the shore side. Unique to this alternative, the demolition of the temporary SFR section is likely to be disruptive to the PDW Path because its final proposed location is in the same location as the work area required for removal of the temporary installation.

An initial temporary relocation of SFR and the PDW Path is required at-grade before the temporary relocation in the river can be initiated. The initial relocation shifts SFR and the PDW Path closer to the existing I-90 viaduct. This shift creates enough space for workers, equipment, and material to access the Charles River shoreline and construct the curving transitional structures beyond the east and west ends of the trestle. Similar to the other alternatives, Alternative 5 will also carry two 11-foot-wide travel lanes both eastbound and westbound with 1’ shoulders left and right and a 16’ wide PDW Path. However, the widths of the structural elements that are included in Alternatives 1-4 are eliminated, resulting in a total width of 75 feet.

4.3 Approximate Construction Costs

Comparative conceptual-level construction and removal costs for all five temporary SFR alternatives are as follows:

Alternative	Conceptual-level Construction and Removal Cost
1	$79.3 Million
2	$74.8 Million
3	$60.1 Million
4	$57.0 Million
5	$21.9 Million

5.0 Environmental Impacts / Considerations

Wetland Resource Area impacts from each alternative (Alternatives 1 through 5) are outlined in Table 1. Wetland Resource Areas located along the Charles River within the Project Area include Land Under Water Bodies and Waterways (LUWW), Inland Bank, and Bordering Land Subject to Flooding (BLSF).

Table 1 Summary of Environmental Impacts and Alternatives

Description	Alternative #1: Precast Slab on Pile Approaches	Alternative #2: Precast Bridge Unit (PBU) & Retained Fill Approaches	Alternative #3: Retained Fill Approaches	Alternative #4: Alternative #3 Modified – Revised Offset	Alternative #5: Retained Fill Roadway – No Structures
Piles	**628±**	**338±**	**204±**	**188±**	**0**
Impact (All Impacts Temporary)	***Federal ACOE and State Waterways (WUS/OHW (el. 2))*** 1,900 sf Fill I-90 50 sf Fill Trestle **1,950 sf Fill Total** Structures (Piles) 1,200 sf Dredge (TBD) ***State Wetland*** LUW (Below el. 0) 200 sf Fill I-90 0 sf Fill Trestle 1,200 sf Piles **1,400 sf Fill Total** Dredge (TBD) Bank (el. 0 - el. 2) 625 lf I-90 1,000 lf Trestle (Shadow) 100 lf Trestle (Fill) **1,725 lf Total** BLSF (el. 2 - el. 4) 2,900 cf Fill I-90 110 cf Fill Trestle **3,010 cf Total**	***Federal ACOE and State Waterways (WUS/OHW (el. 2))*** 1,900 sf Fill I-90 11,800 sf Fill Trestle **13,700 sf Fill Total** Structures (Piles) 700 sf Dredge (TBD) ***State Wetland*** LUW (Below el. 0) 200 sf Fill I-90 8,000 sf Fill Trestle 700 sf Piles **8,900 sf Fill Total** Dredge (TBD) Bank (el. 0 - el. 2) 625 lf I-90 400 lf Trestle (Shadow) 600 lf Trestle (Fill) **1,625 lf Total** BLSF (el. 2 - el. 4) 2,900 cf Fill I-90 2,800 cf Fill Trestle **5,700 cf Total**	***Federal ACOE and State Waterways (WUS/OHW (el. 2))*** 1,900 sf Fill I-90 49,200 sf Fill Trestle **51,100 sf Fill Total** Structures (Piles) 500 sf Dredge (TBD) ***State Wetland*** LUW (Below el. 0) 200 sf Fill I-90 42,200 sf Fill Trestle 500 sf Piles **42,900 sf Fill Total** Dredge (TBD) Bank (el. 0 - el. 2) 625 lf I-90 0 lf Trestle (Shadow) 1,150 Trestle (Fill) **1,775 lf Total** BLSF (el. 2 - el. 4) 2,900 cf Fill I-90 3,400 cf Fill Trestle **6,300 cf Total**	***Federal ACOE and State Waterways (WUS/OHW (el. 2))*** 1,900 sf Fill I-90 58,400 sf Fill Trestle **60,300 sf Fill Total** Structures (Piles) 400 sf Dredge (TBD) ***State Wetland*** LUW (Below el. 0) 200 sf Fill I-90 50,100 sf Fill Trestle 400 sf Piles **50,700 sf Fill Total** Dredge (TBD) Bank (el. 0 - el. 2) 625 lf I-90 0 lf Trestle (Shadow) 1,350 Trestle (Fill) **1,975 lf Total** BLSF (el. 2 - el. 4) 2,900 cf Fill I-90 4,800 cf Fill Trestle **7,700 cf Total**	***Federal ACOE and State Waterways (WUS/OHW (el. 2))*** 1,900 sf Fill I-90 144,300 sf Fill Trestle **146,200 sf Fill Total** Structures (Piles) 0 sf *Dredge (TBD)* ***State Wetland*** LUW (Below el. 0) 200 sf Fill I-90 131,600 sf Fill Trestle 0 sf Piles **131,800 sf Fill Total** Dredge (TBD) Bank (el. 0 - el. 2) 0 lf I-90 0 lf Trestle (Shadow) 2,450 lf Trestle (Fill) **2,450 lf Total** BLSF (el. 2 - el. 4) 2,900 cf Fill I-90 5,400 cf Fill Trestle **8,300 cf Total**

5.1 Bordering Land Subject to Flooding

All five alternatives will be located within BLSF. Under 310 CMR 10.57(4)(a)(1), compensatory storage shall be provided for all flood storage volume that will be lost as a result of a proposed project within BLSF, when in the judgement of the issuing authority said loss will cause an increase or will contribute incrementally to an increase in the horizontal extent and level of flood waters during peak flows.

The temporary fill below the 100-year flood elevation for each alternative will not cause an increase in the horizontal extent of flood waters in the Project Area during peak flows. The water level of the Charles River is artificially controlled by DCR at the Charles River Dam and the amount of flood storage provided in the river is primarily related to the operation of the dam. Because the fill is temporary and only proposed during construction, no compensatory flood storage is being proposed.

5.2 Bank

As with BLSF, all five alternatives will be located within the Bank resource area. Under 310 CMR 10.54 (4)(a)(5), a project that alters up to 10% or 50 feet (whichever is less) of the length of the bank found to be significant to the protection of wildlife habitat, shall not be deemed to impair its capacity to provide important wildlife habitat functions. All five of the alternatives will impact greater than 50 linear feet of Bank.

If the resource areas are found to be significant to the protection of wildlife habitat, 310 CMR 10.60(1)(a) provides that to the extent that a proposed project on inland Banks, Land under Water, Riverfront Area, or Land Subject to Flooding will alter other wildlife habitat beyond the thresholds permitted under 310 CMR 10.54(4)(a)5, 10.56(4)(a)4, 10.57(4)(a)3, and10.58(4)(d)1, such alterations may be permitted only if they will have no adverse effects on wildlife habitat.

Alterations of wildlife habitat characteristics beyond permissible thresholds may be restored onsite or replicated offsite in accordance with the general conditions outlined in 310 CMR 10.60(3) and any additional conditions the issuing authority deems necessary to insure the standard in 310 CMR 10.60(1)(a) is satisfied. Bank and shoreline restoration will be provided to insure there are no adverse effects on wildlife habitat. An exception to this is included in 310 CMR 10.60(3)(e) which states that a project shall not alter 2,000 feet or more of Bank found to be significant to the protection of wildlife habitat. Because Alternative 5 would impact 2,450 lf of Bank, it would not be allowed under the wetland regulations if it was found to be significant to wildlife habitat. Therefore, it is likely Alternative 5 would require a wetland variance if selected.

Increasing biodiversity along the river is one of the goals of the various DCR plans and, for the most part, this includes widening the planted bank and increasing diversity of plantings at the river edge and lessening the slope which is currently 1:1 or walled in some locations. As required under 310 CMR 10.60(3), upon completion of the Project, MassDOT is proposing the restoration of the river bank with a diverse palette of wetland species that will result in greatly improved wildlife habitat when compared to the degraded riverbank that exists today. This will insure project compliance under 310 CMR 10.60(1)(a), which permits such projects only if they will have no adverse effects on wildlife habitat. Examples of the proposed improvements are shown on Figures 24, 25 and 26.

5.3 Stormwater Management Evaluation

Stormwater treatment of the final proposed section within the Throat Area is challenged by the unavailability of open space to construct BMPs. Due to this challenge in the Throat Area and in other Project locations, the strategy to achieve required stormwater treatment goals for the final Project configuration is to design for treatment on a Project-wide basis, taking advantage of available

unconstrained space elsewhere in the Project where possible in accordance with the macro approach described in the Massachusetts Stormwater Handbook. The space constraint for building BMPs within the Throat Area for stormwater treatment during the construction period is even more pronounced as the preceding discussion demonstrates. Treatment strategies for all temporary SFR relocation alternatives are very similarly constrained. Permeable pavement, deep sump catch basins, and construction contract-enforced clean site provisions included in the Stormwater Pollution Prevention Plan (SWPPP) and Construction Period Pollution Prevention Plan (CP/PP) in the Design-Build documents will be the predominant BMPs that will be utilized at the temporary SFR relocations where feasible. The alternatives that include the most area of embankment fill offer the most favorable opportunities for temporary stormwater treatment by means of permeable pavement for infiltration. Alternatives 3, 4 and 5 have the most embankment area, with Alternative 5 clearly having the most. A more detailed discussion of stormwater treatment is provided in Appendix B.

5.4 Permits

Below is a list of anticipated permits that would be required for the temporary SFR Alternatives. This list is based on temporary impacts only and assumes all fill and structures will be removed from the Charles River upon the completion of the Project.

For Trestle Alternatives 1 through 4, the following permits will be required:

Federal

- United States Coast Guard Section 9 Bridge Permit
- USACOE Section 404/10 General Permit (General Permit 10 – Linear Transportation Projects)

State

- DEP Water Quality Certification for Dredge and Material disposal
- DEP Water Quality Certification for Fill and Excavation Projects
- DEP Chapter 91 Variance

Local

- Massachusetts Wetlands Protection Act Order of Conditions

Embankment Alternative 5 is not considered a bridge and the United States Coast Guard Section 9 Bridge Permit does not apply. Alternative 5 would likely require a wetland variance because it exceeds the 2,000 lf impact to Bank threshold described above. The remaining permits listed above all apply to Alternative 5.

6.0 Evaluation of Temporary SFR Alternatives: Pros and Cons

6.1 Trestle Alternative 1

Pros

1. Least environmental impact since minimal fill and dredging is required. Only fill required is for the cast-in-place concrete transitions between the panel ends and the approach pavement structure.
2. Fabrication and erection of slabs is simpler than for PBUs in Alternative 2.

Cons

1. Requires longest construction duration. There are many pipe piles required (253 at approaches; 625 total). Assuming 20 piles a week, it will take 32 weeks to install the piles.
2. The large number of piles could also result in potential noise impacts.
3. Removing all the pipe piles may be difficult after construction.
4. River bed contaminants need to be controlled from dispersing and must be disposed at a licensed facility.
5. Due to potential time of year restriction, the timeframe to drive all piles is not very reasonable.
6. Potential for issues with ice buildup under structure during the winter months, similar to Alternatives #2, 3, and 4.
7. Requires the most maintenance of all the alternatives due to significant number of joints and the longest total structure length.
8. Limited clearance under approach spans to allow for inspection is problematic due to 8-10 year duration trestle will be in service.
9. Least flexibility for the design-build entity.
10. Requires more space to construct on the landward side due to the configuration of the pile/panel structure and transition slab.
11. The precast panels are unlikely to be able to be reused in other applications after removal unlike the PBUs in Alternative 2.
12. May preclude “launching” of the panelized structure due to approach structure type.
13. Has the least potential for stormwater treatment opportunities due to lowest square footage of temporary embankment and temporary permeable pavement.
14. The most expensive to construct among all alternatives.

6.2 Trestle Alternative 2

Pros

1. Less temporary fill, dredging, and river impact than Alternatives 3, 4 and 5.
2. Fewer piles (337) than Alternative 1.
3. Less sheet piling installed in the river than Alternative 3.
4. PBU units can possibly be reused in future MassDOT projects (approximately 80 units total).

Cons

1. Although shorter in construction duration than Alternative 1, this alternative still requires a longer construction duration than Alternative 3, 4 and 5. Approximately 132 pipe piles are required at the approaches (337 total). Assuming 20 piles a week, it will take 17 weeks to install the piles.
2. Significant time required to fabricate 80 PBUs.
3. River bed contaminants need to be controlled from dispersing and must be disposed at a licensed facility.
4. There is potential for ice buildup under the PBU approach structure. With the low clearance above the water, this could potentially create problems while the bridge is in service.
5. Limited clearance under approach spans to allow for inspection.
6. Less flexibility for the design-build entity than Alternatives 3, 4 and 5.
7. Delivering the PBUs to the river and to the approaches may be challenging.
8. Similar issues as Alternative 1 regarding the “launching” of the temporary panelized structure with the PBU approach spans.
9. Potential complications with fabrication/erection of PBUs due to curved alignment of approaches.

10. Provides more stormwater treatment opportunities than Alternative 1 due to having more square footage of temporary embankment and temporary permeable pavement, but not as much as Alternatives 3, 4, and 5.
11. More expensive than Alternatives 3, 4 and 5.
12. More river bottom impact and dredging required compared to Alternative 1.

6.3 Trestle Alternative 3

Pros

1. No pipe piles installed at the approaches. A total of 205 pipe piles will be required for the main temporary panelized structure.
2. Shortest construction duration of the three 50-foot offset alternatives due to limited number of piles installed. Assuming 20 piles a week, it will take 10 weeks to install the piles.
3. All approach work will be inside cofferdams.
4. Structural maintenance over the operation period (10 years) is the least of the three 50-foot offset alternatives.
5. The temporary fill approach area can also be used as a river access point to get equipment and materials to barges for the construction of the temporary structure.
6. The filled approach to the structure allows for launching all or part of the temporary panelized structure.
7. Possible to provide stormwater treatment in the temporary approach fill embankment. Provides space for this that is not available with Alternatives 1-2, but not as much as Alternatives 4 and 5.
8. Most flexible of the Alternatives 1-3 for the design-build entity to construct.

Cons

1. Requires the most temporary fill below elevation 4 in the river.
2. River bed contaminants need to be controlled from dispersing and must be disposed at a licensed facility.
3. Extent of dewatering may be significant and will require room to treat/manage the dewatering operation.
4. More expensive than Alternatives 4 and 5.
5. More temporary environmental impact than Alternatives 1 and 2 due to large fill area within the river.

6.4 Trestle Alternative 4

Pros

1. Less river user impact than Alternatives 1-3 because it is located 20 feet closer to shore.
2. Due to the shorter in-river alignment of the trestle alternatives, construction duration will be less.
3. Requires the least number of pipe piles.
4. Only the pipe piles required for the trestle and abutments will be required, resulting in the shortest construction duration of the trestle alternatives. (Alternatives 1-4).
5. Structural maintenance over the operation period (10 years) is the least of the trestle alternatives. (Alternatives 1-4)
6. The least expensive trestle alternative (Alternatives 1-4).
7. Provides the most square footage of temporary embankment and temporary permeable pavement for stormwater treatment among all the trestle alternatives.
8. The temporary fill approach area can also be used as a river access point to get equipment and materials to barges for the construction of the temporary structure.

Cons

1. River bed contaminants need to be controlled from dispersing and disposed at a licensed facility.
2. Extent of dewatering is more significant than Alternatives 1-3 and will require room to treat/manage the dewatering operation.

6.5 Embankment Alternative 5

Pros

1. Least river user impact than all the alternatives.
2. No temporary panelized structure is required. No pipe piles required.
3. Shortest construction duration of all alternatives.
4. Least material delivery to the site required among all the alternatives.
5. The least maintenance required of all alternatives.
6. The least expensive of all alternatives.
7. Best potential among all five alternatives for temporary stormwater treatment using porous pavement in the temporary fill areas.

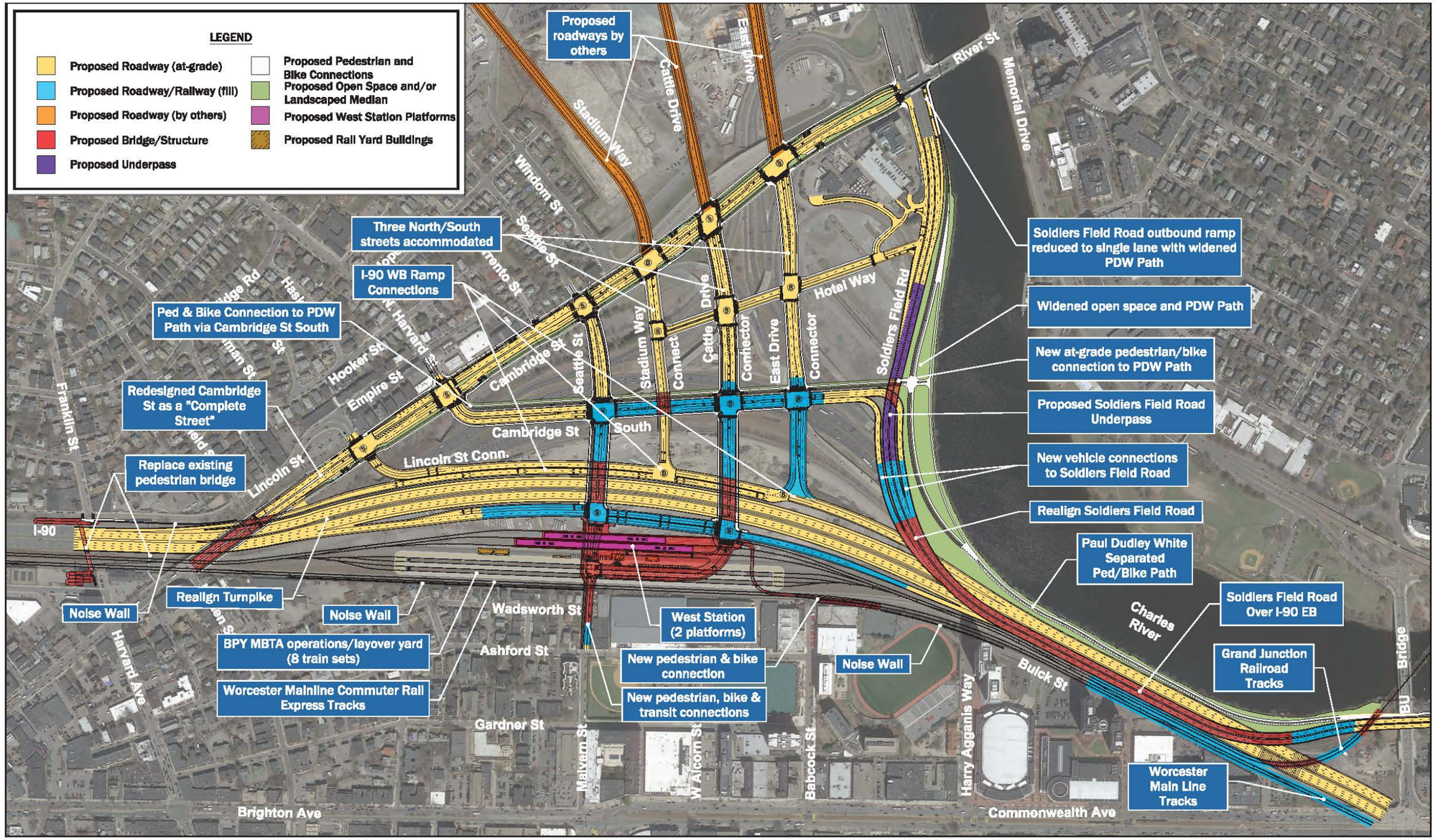
Cons

1. Most environmental impact to the river due to fill and dredging.
2. Will likely require Wetland Variance due to impact to state wetland resource Inland Bank
3. River bed contaminants need to be controlled from dispersing and must be disposed at a licensed facility.
4. Most challenging construction and demolition due to work space constraints.
5. Extent of dewatering is most significant of all the alternatives and will require room to treat/manage the dewatering operation.
6. Significant amount of material needs to be removed from the river at the conclusion of project

7.0 Conclusion

Based on the discussion of the alternatives detailed above, MassDOT prefers to construct temporary SFR using **Alternative 4.** While MassDOT recognizes this alternative results in the greatest temporary impacts among the trestle alternatives due to the relative magnitude of temporary fill within the river, it is not as environmentally damaging as Alternative 5 and schedule, cost, constructability, and feasibility benefits of this alternative when compared to the other alternatives are the best that are possible.

Figures



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Allston Multimodal Project
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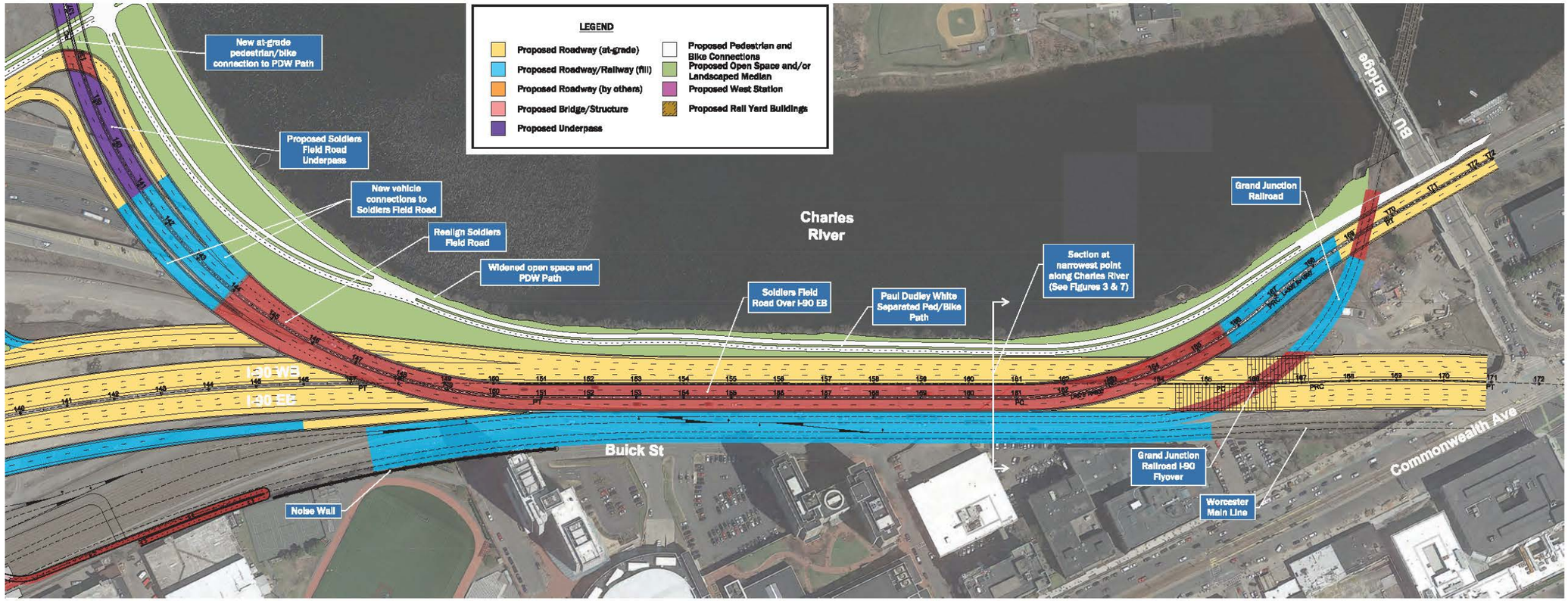
Interchange Alternative 3L
Figure 1



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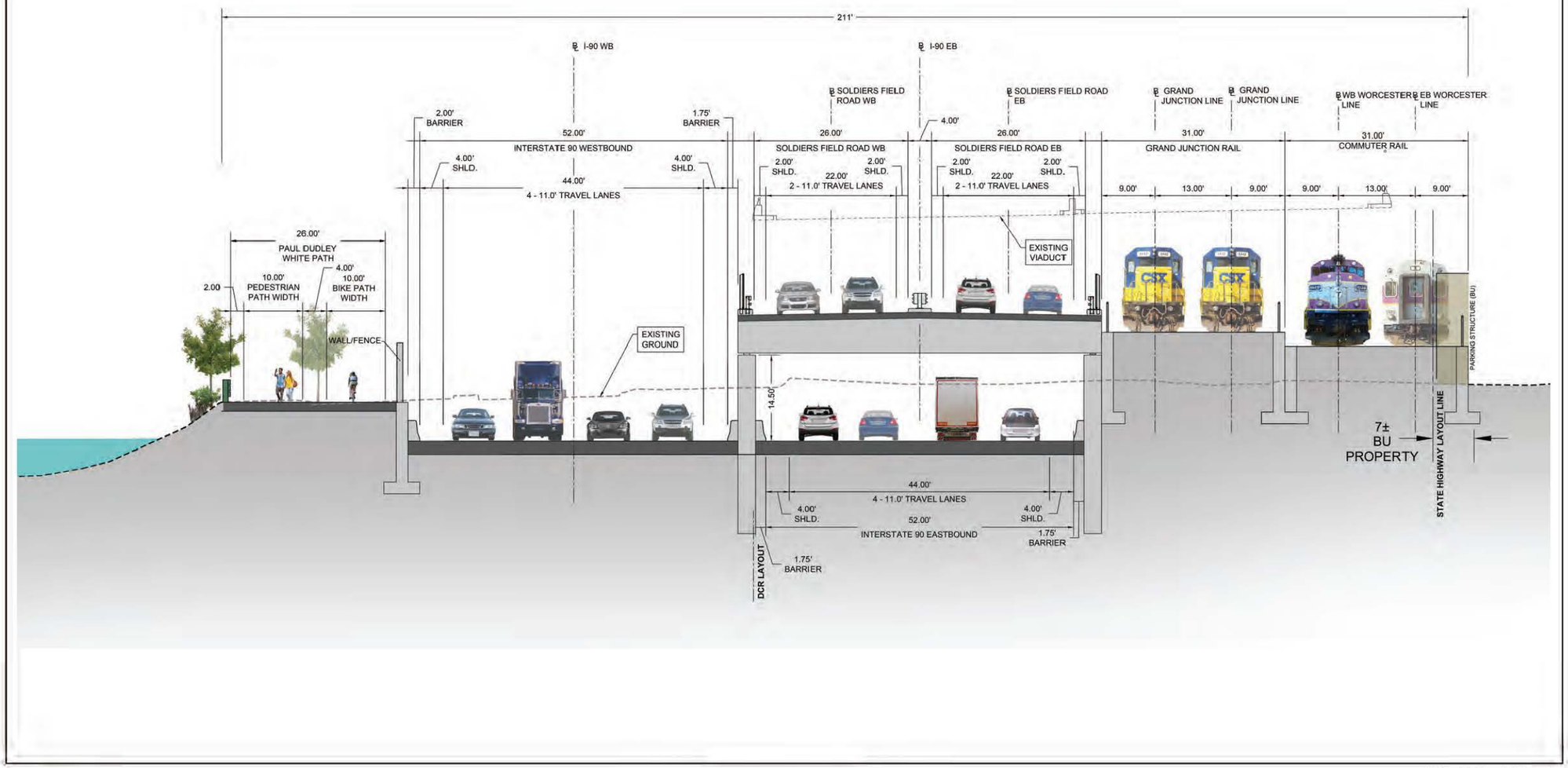
Alternative 3L "Throat" Area Plan
Figure 2



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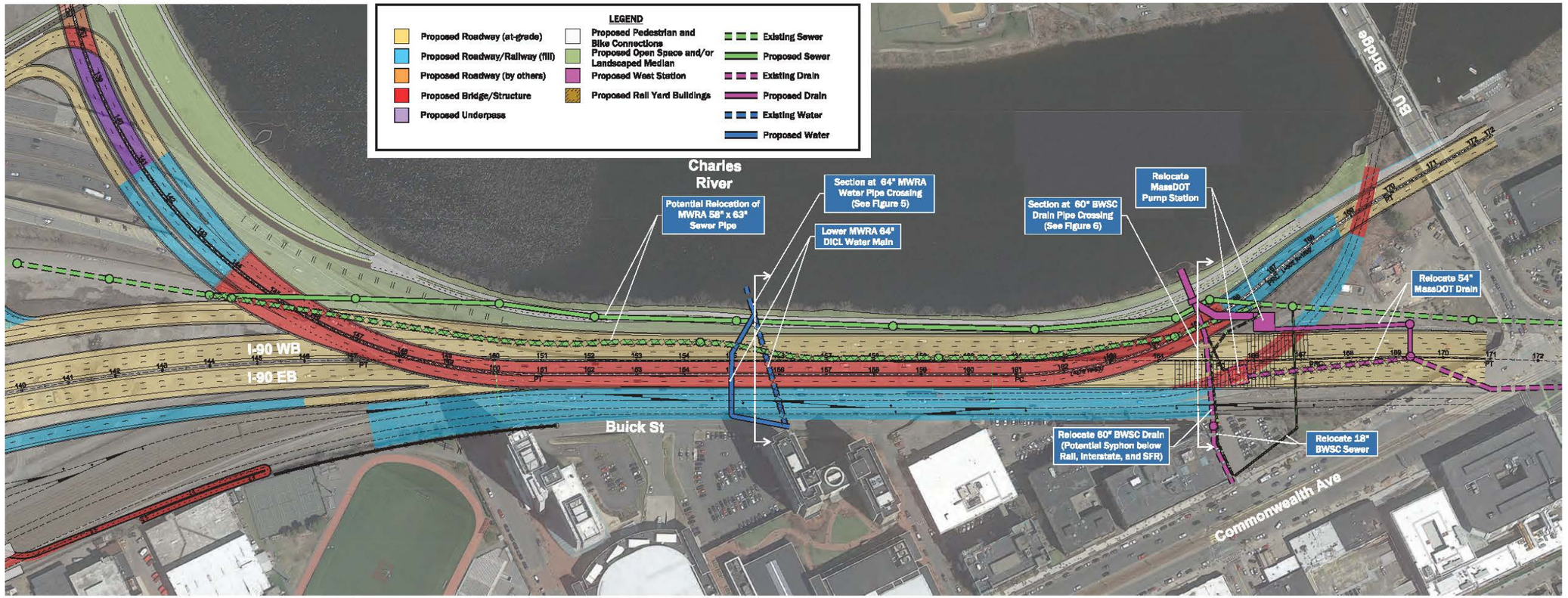
Alternative 3L "Throat Area" Cross Section at Narrowest Point along Charles River
Figure 3



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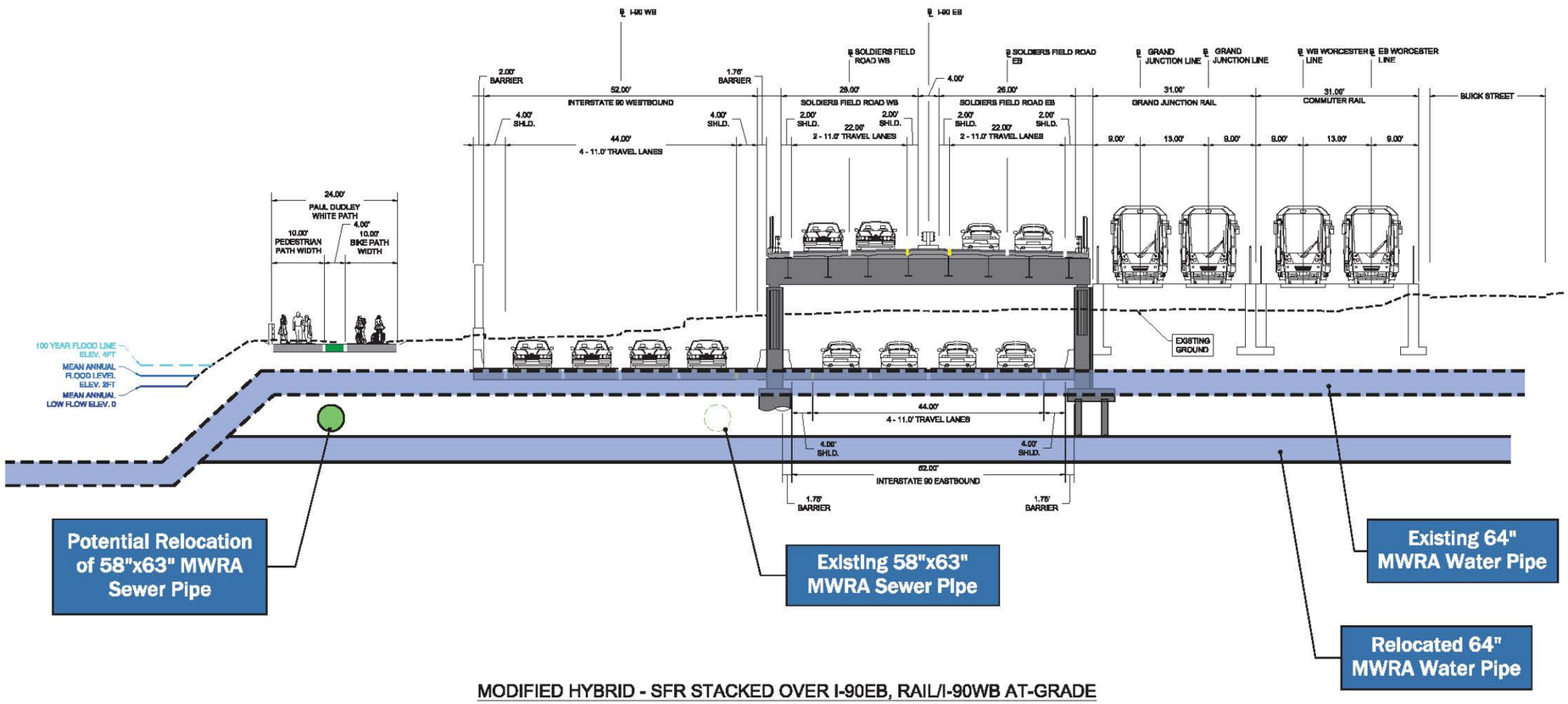
"Throat" Area Utility Impact Plan
Figure 4



MODIFIED HYBRID - SFR STACKED OVER I-90EB, RAIL/I-90WB AT-GRADE
SECTION ABOVE MWRA 64" WATER MAIN
APPROX. STA 155+50

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Allston, Massachusetts

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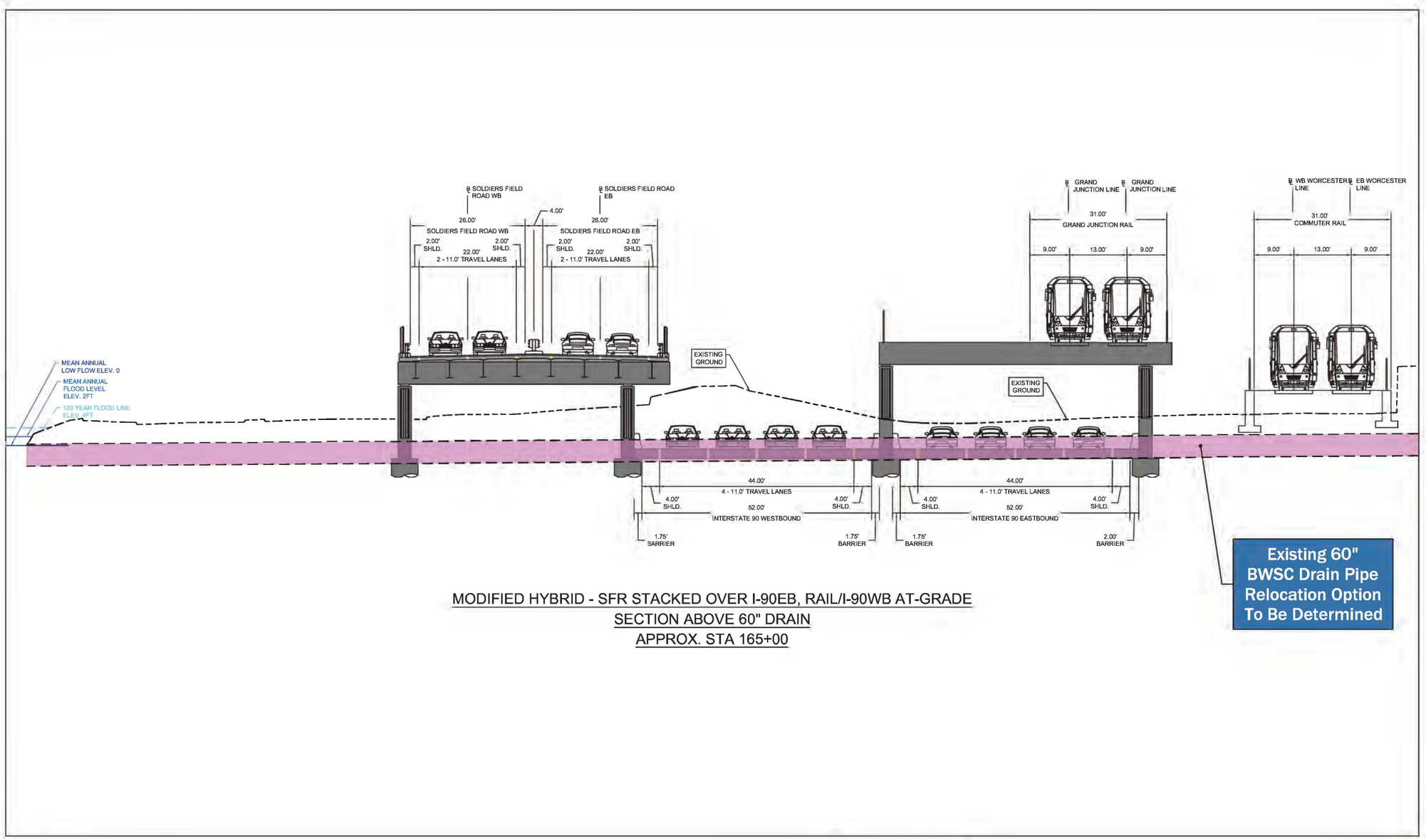
Water and Sewer Relocation Cross Section Figure 5



MODIFIED HYBRID - SFR STACKED OVER I-90EB, RAIL/I-90WB AT-GRADE
SECTION ABOVE 60" DRAIN
APPROX. STA 165+00

Allston Multimodal Project
Allston, Massachusetts

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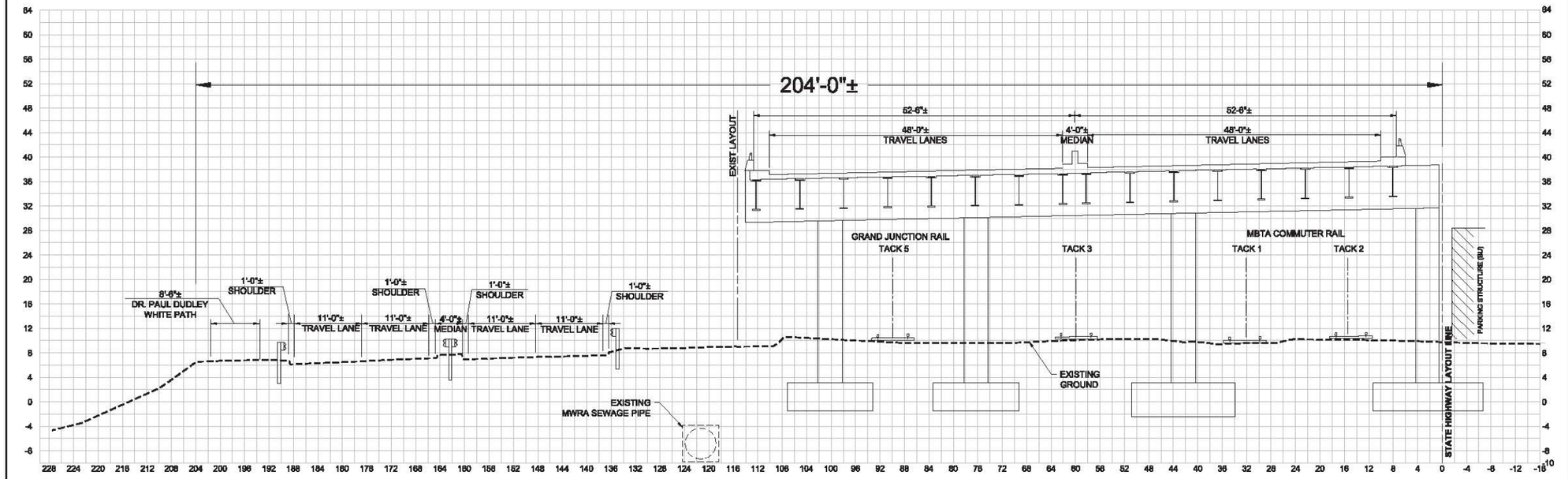
Drain Pipe Impact Cross Section
Figure 6



Allston Multimodal Project
Allston, Massachusetts

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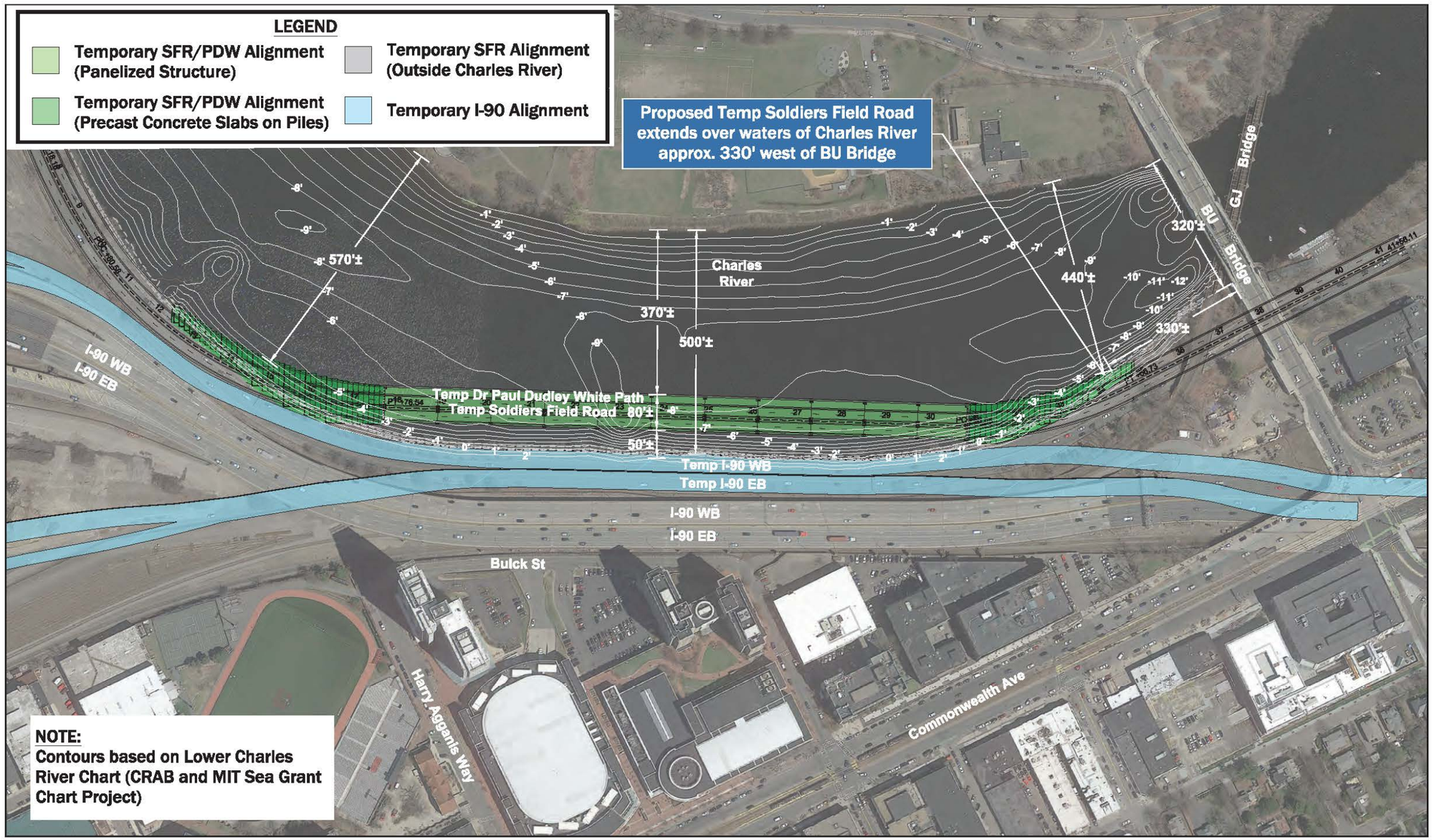
Existing "Throat" Area Cross Section at Narrowest Point along the Charles River
Figure 7

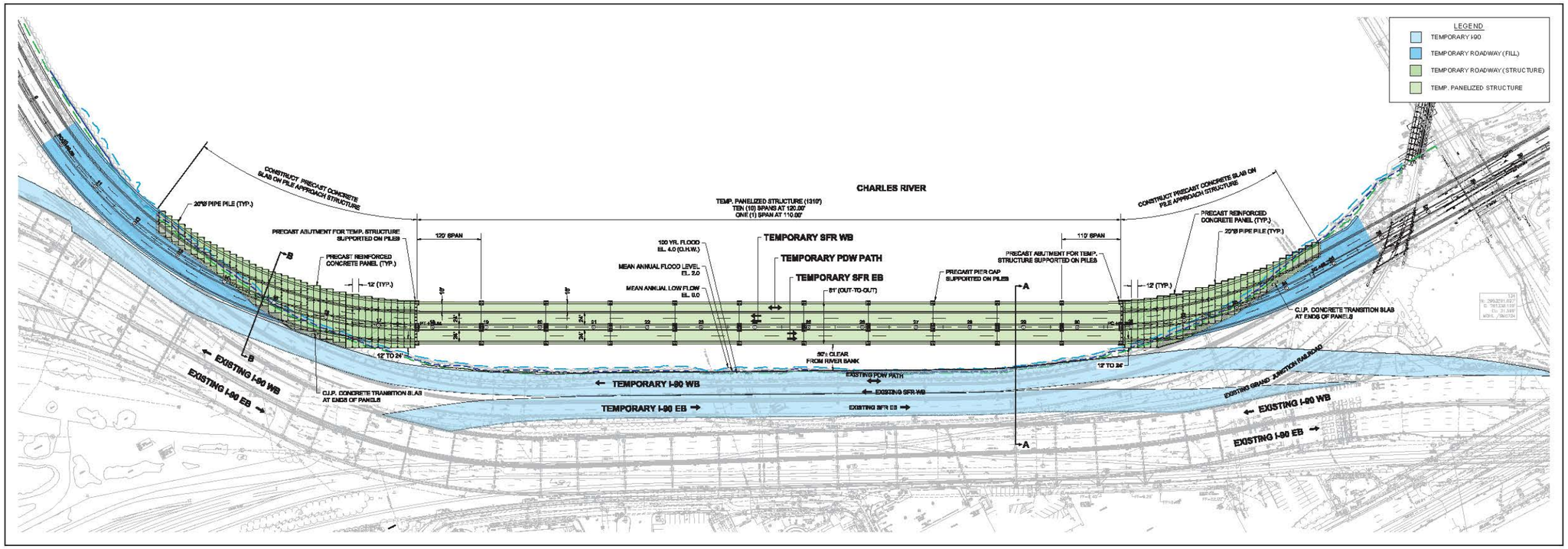


Allston Multimodal Project
Allston, Massachusetts

0 100 200
Feet

DRAFT

Alternative 1 - Temporary Soldiers Field Road/ PDWP/I-90 EB & WB Layouts
Figure 8



ALLSTON INTERCHANGE

MassDOT Massachusetts Department of Transportation Highway Division

0 50 100 Feet

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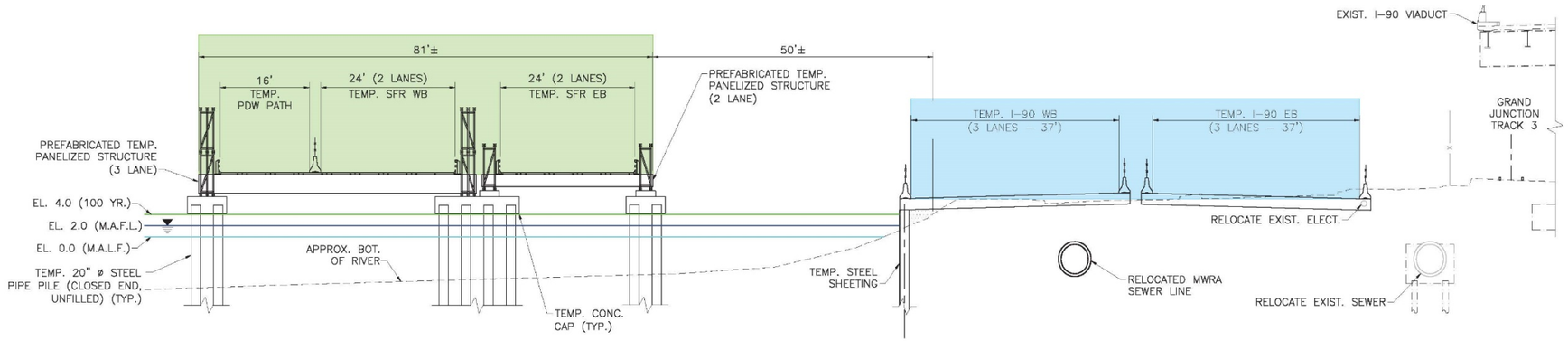
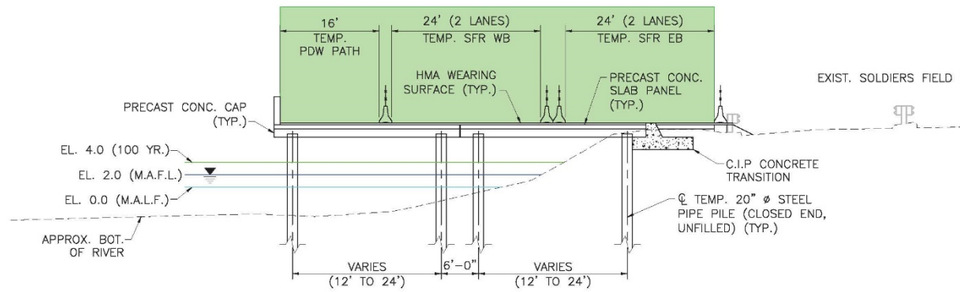
Allston Multimodal Project
Allston, Massachusetts

Alternative 1 - Temporary Soldiers Field Road & PDW Path
Temp. Panelized Structure with P/C Slabs on Piles Approaches
Figure 9



SECTION A–A
TYPICAL TEMPORARY STRUCTURE TRANSVERSE SECTION
(SFR & DWP)



SECTION B–B
TYPICAL TEMPORARY SLAB–ON–PILES TRANSVERSE SECTION
@ TRANSITION TO MAINLAND (SFR & DWP)

LEGEND

100 YR. – 100 YEAR FLOOD LINE (EL. 4.0)
M.A.F.L. – MEAN ANNUAL FLOOD LINE (EL. 2.0)
M.A.L.F. – MEAN ANNUAL LOW FLOW (EL. 0.0)

TEMPORARY I–90
TEMPORARY ROADWAY (STRUCTURE)
TEMPORARY PANELIZED STRUCTURE

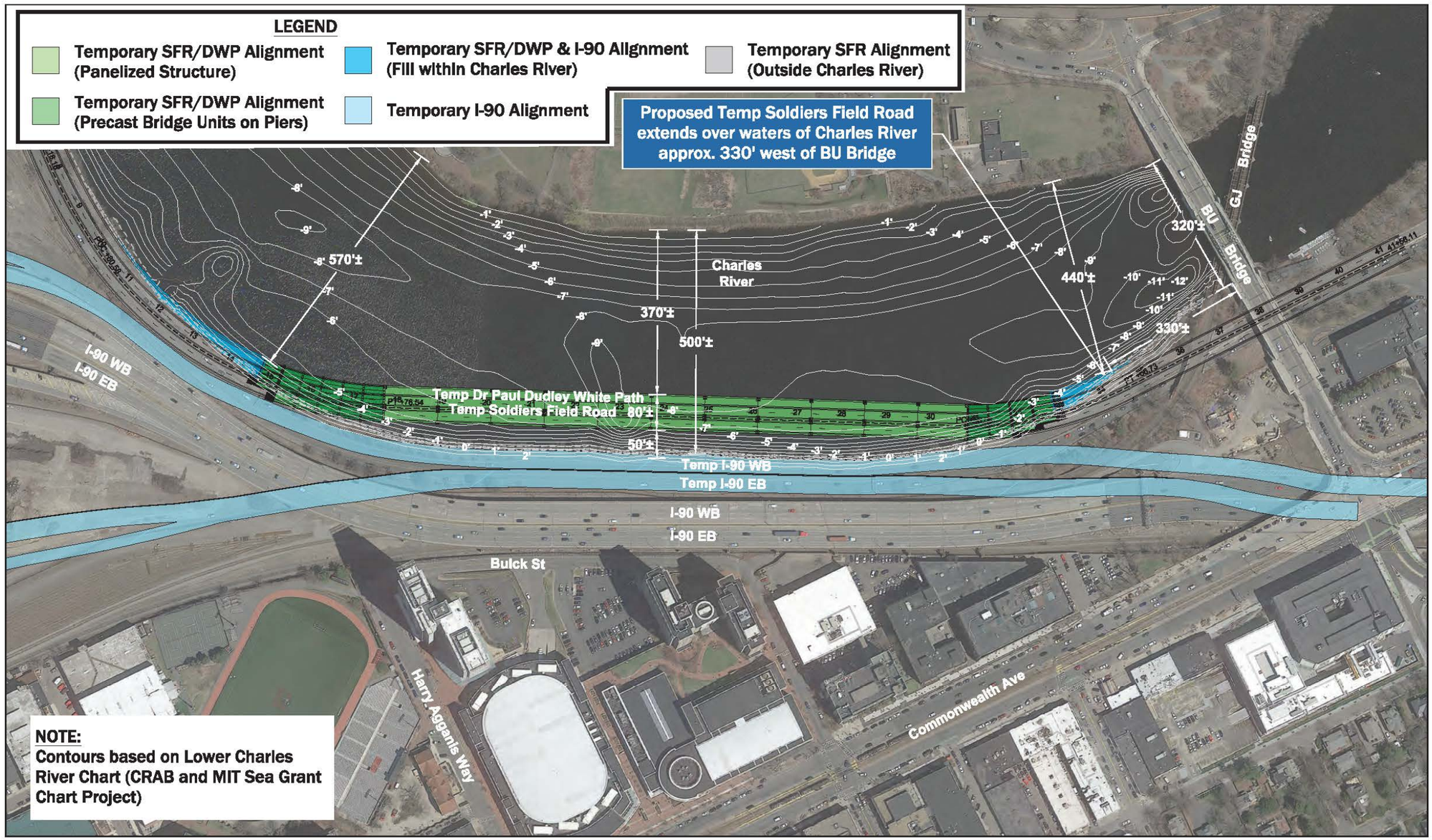
DRAFT

0 10 20
Feet

Allston Mulitmodal Project
Allston, Massachusetts

Alternative 1 - Temporary Soldiers Field Road and PDW Path Temp. Panelized Structure with P/C Slabs on Piles Approaches

Figure 10

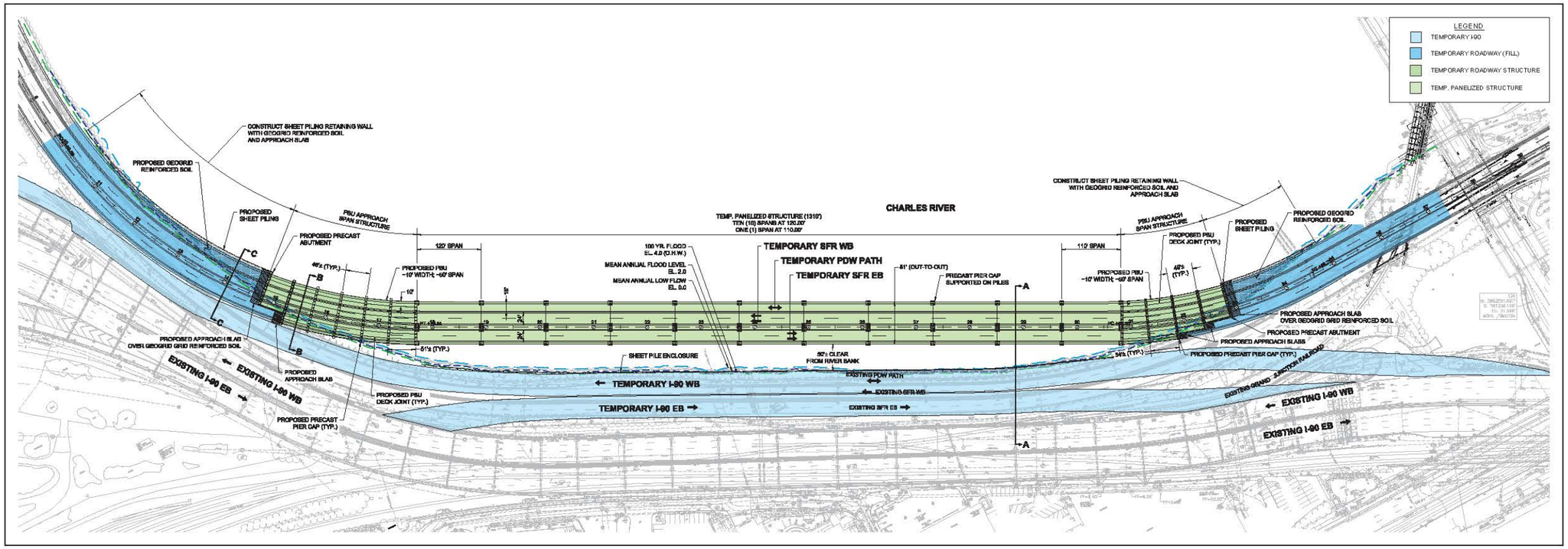


Allston Multimodal Project
Allston, Massachusetts

0 100 200
Feet

DRAFT

Alternative 2 - Temporary Soldiers Field Road/ PDWP/I-90 EB & WB Layouts
Figure 11

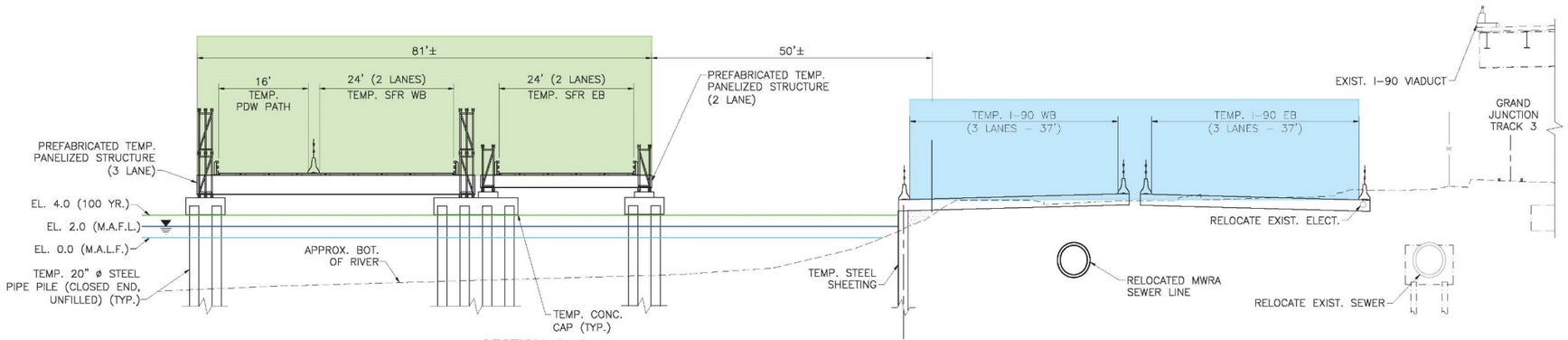


Allston Multimodal Project
Allston, Massachusetts

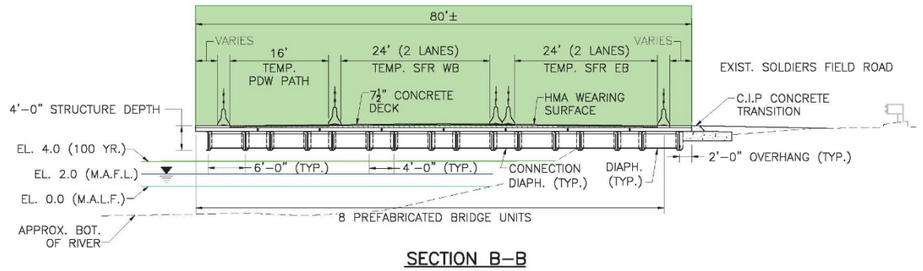
0 50 100
Feet

DRAFT

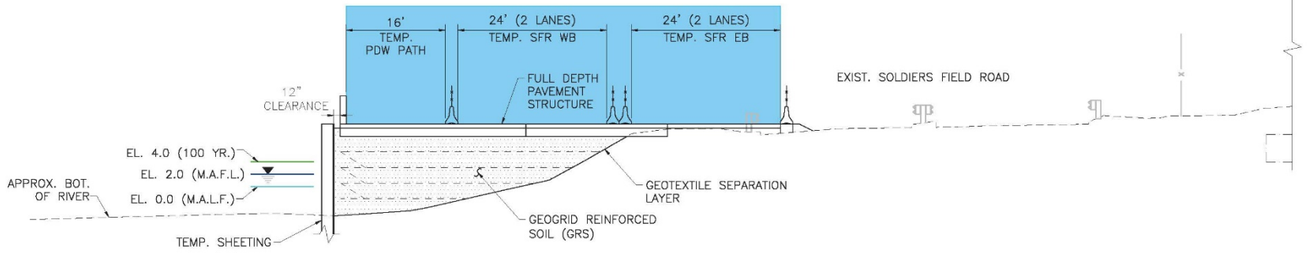
Alternative 2 - Temporary Soldiers Field Road & PDW Path
Temp. Panelized Structure with PBU & Retained Fill Approaches
Figure 12



SECTION A–A
TYPICAL TEMP. PANELIZED STRUCTURE TRANSVERSE SECTION
(SFR & DWP)



SECTION B–B
TYPICAL PBU APPROACH STRUCTURE TRANSVERSE SECTION



SECTION C–C
TYPICAL MECHANICALLY STABILIZED EARTH BACKFILL TRANSVERSE SECTION
@ TRANSITION TO MAINLAND (SFR & DWP)

LEGEND

- 100 YR. – 100 YEAR FLOOD LINE (EL. 4.0)
- M.A.F.L. – MEAN ANNUAL FLOOD LINE (EL. 2.0)
- M.A.L.F. – MEAN ANNUAL LOW FLOW (EL. 0.0)

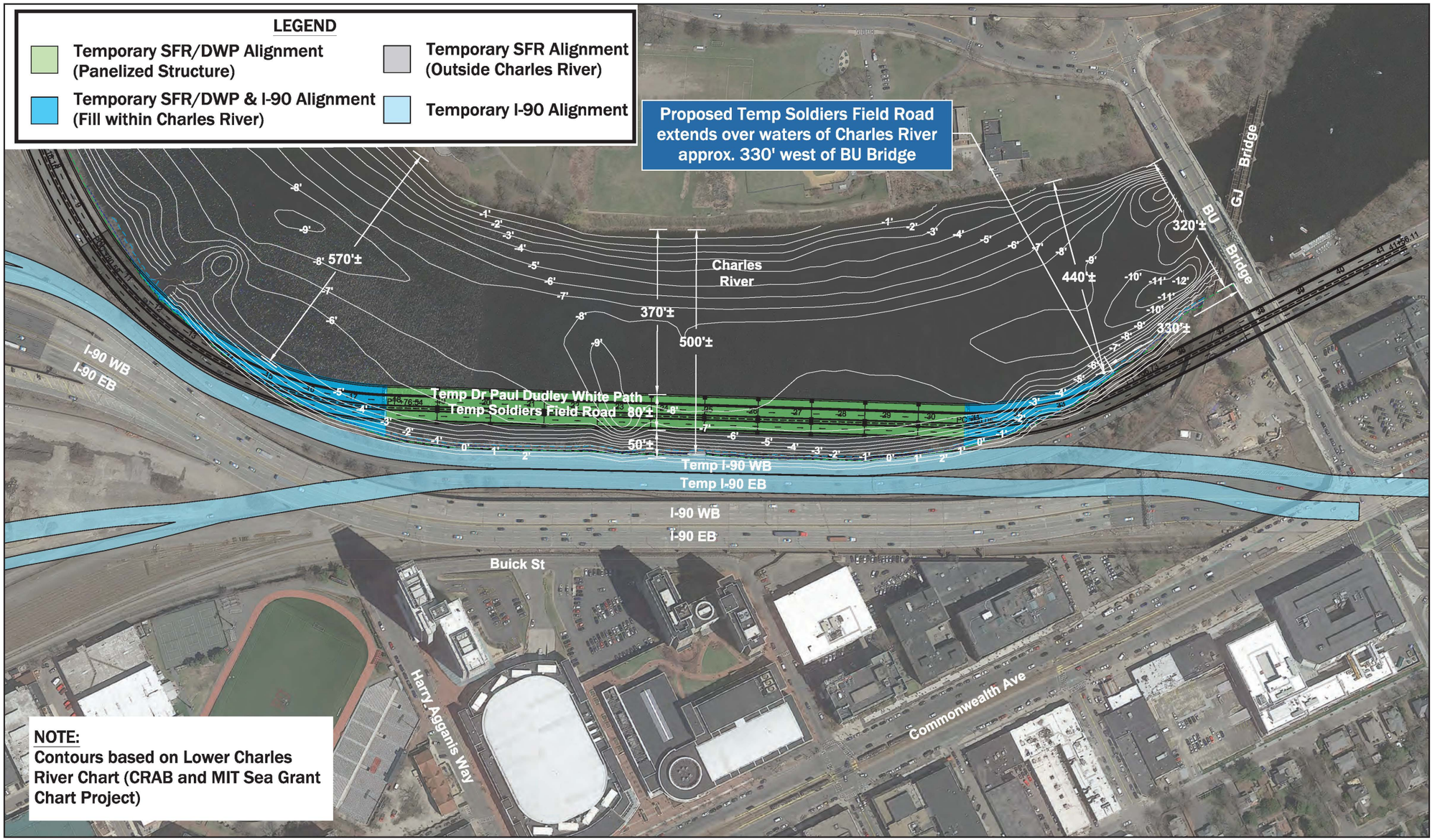
- TEMPORARY I-90
- TEMPORARY ROADWAY (FILL)
- TEMPORARY ROADWAY (STRUCTURE)
- TEMPORARY PANELIZED STRUCTURE

DRAFT

0 10 20
Feet

Allston Mulitmodal Project
Allston, Massachusetts

Alternative 2 - Temporary Soldiers Field Road and PDW Path
Temp. Panelized Structure with PBU & Retained Fill Approaches
Figure 13

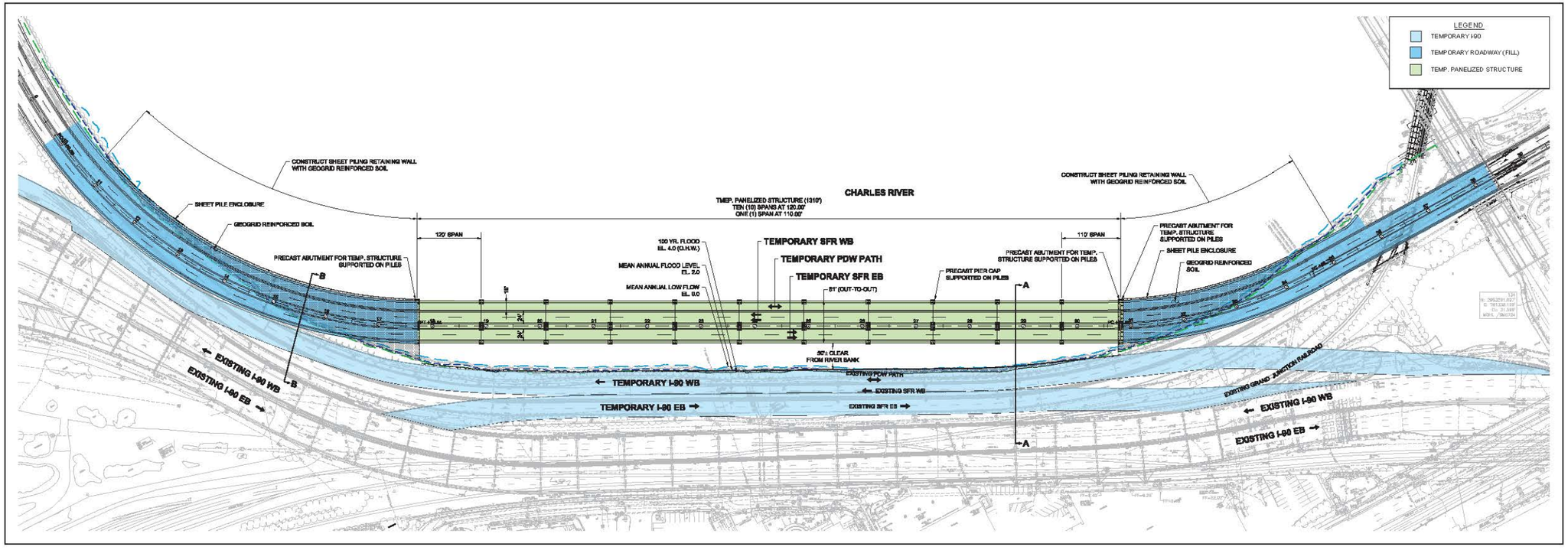


Allston Multimodal Project
Allston, Massachusetts

0 100 200
Feet

DRAFT

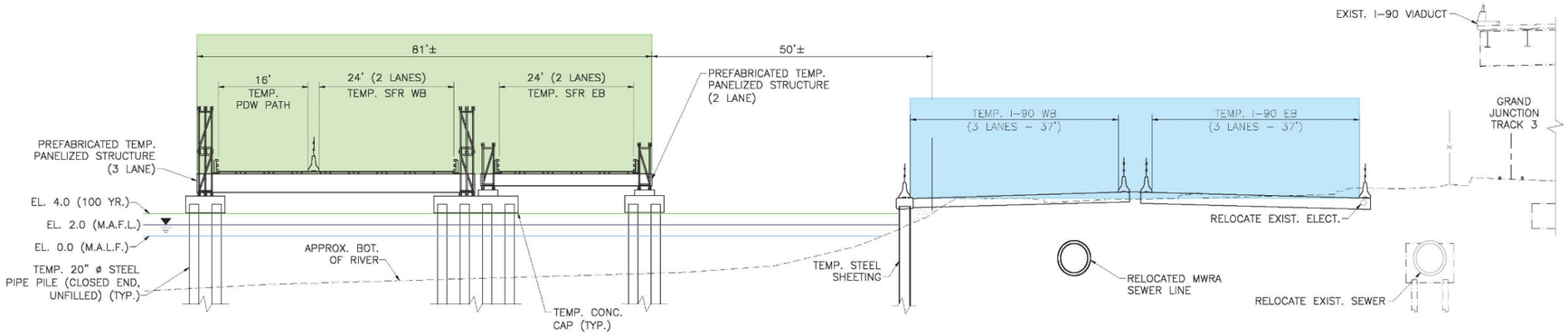
Alternative 3 - Temporary Soldiers Field Road/ PDWP/I-90 EB & WB Layouts
Figure 14



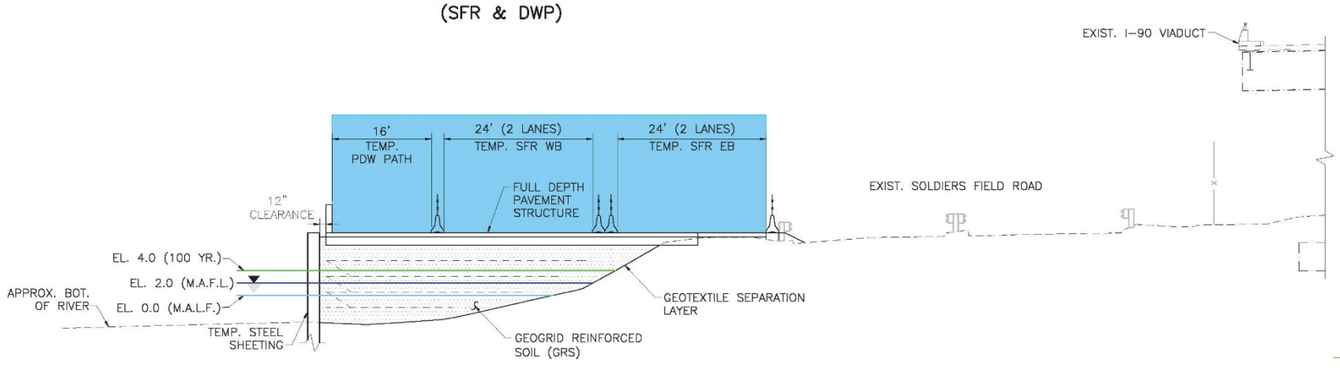
DRAFT

Allston Multimodal Project
Allston, Massachusetts

Alternative 3 - Temporary Soldiers Field Road & PDW Path
Temp. Panelized Structure with Retained Fill Approaches
Figure 15



SECTION A–A
TYPICAL TEMP. PANELIZED STRUCTURE TRANSVERSE SECTION
(SFR & DWP)



SECTION B–B
TYPICAL MECHANICALLY STABILIZED EARTH BACKFILL TRANSVERSE SECTION
@ TRANSITION TO MAINLAND (SFR & DWP)

LEGEND

100 YR. – 100 YEAR FLOOD LINE (EL. 4.0)
M.A.F.L. – MEAN ANNUAL FLOOD LINE (EL. 2.0)
M.A.L.F. – MEAN ANNUAL LOW FLOW (EL. 0.0)

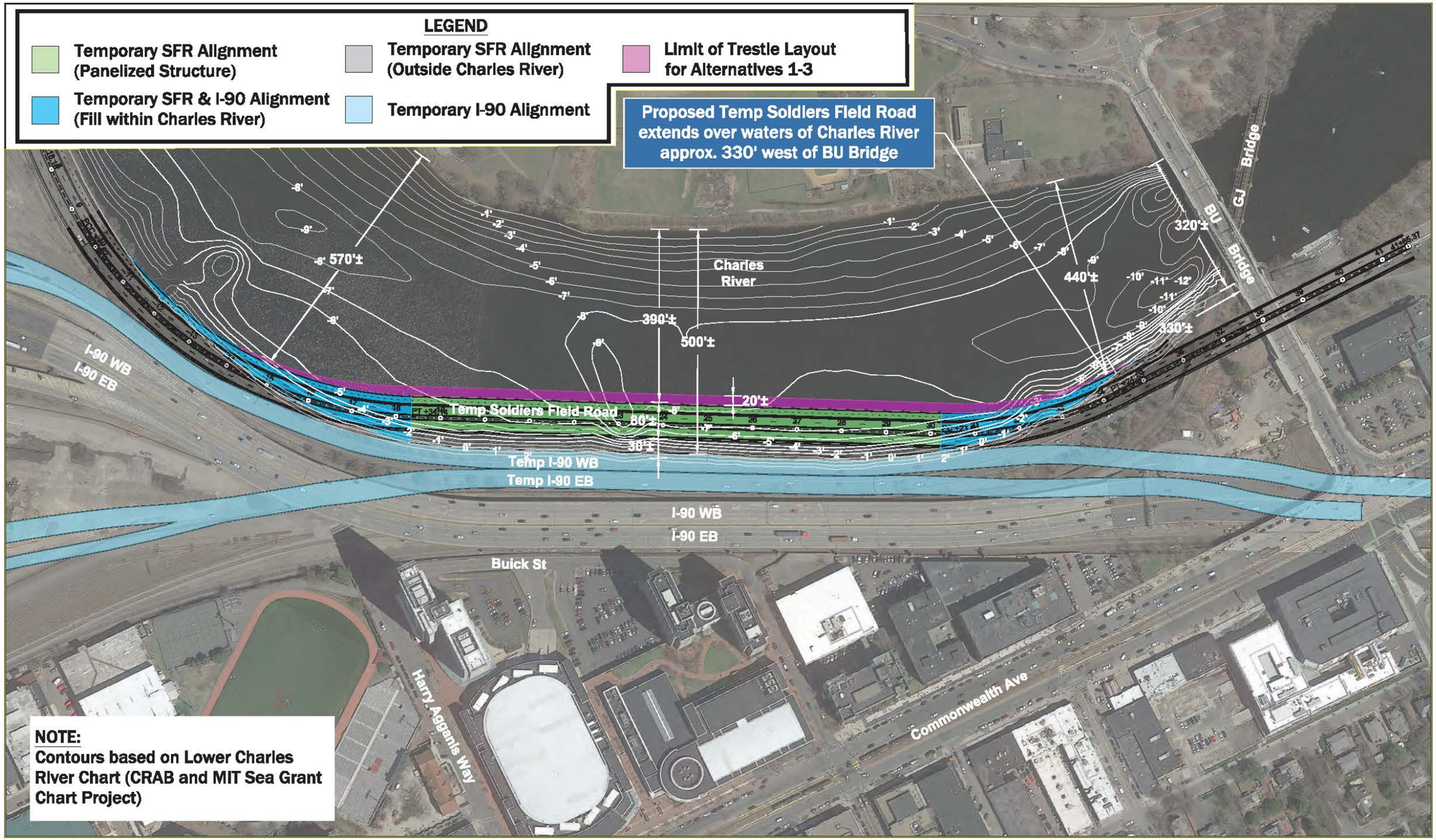
TEMPORARY I–90
TEMPORARY ROADWAY (FILL)
TEMPORARY PANELIZED STRUCTURE

DRAFT

0 10 20
Feet

Allston Mulitmodal Project
Allston, Massachusetts

Alternative 3 - Temporary Soldiers Field Road and PDW Path Temp. Panelized Structure with Retained Fill Approaches
Figure 16

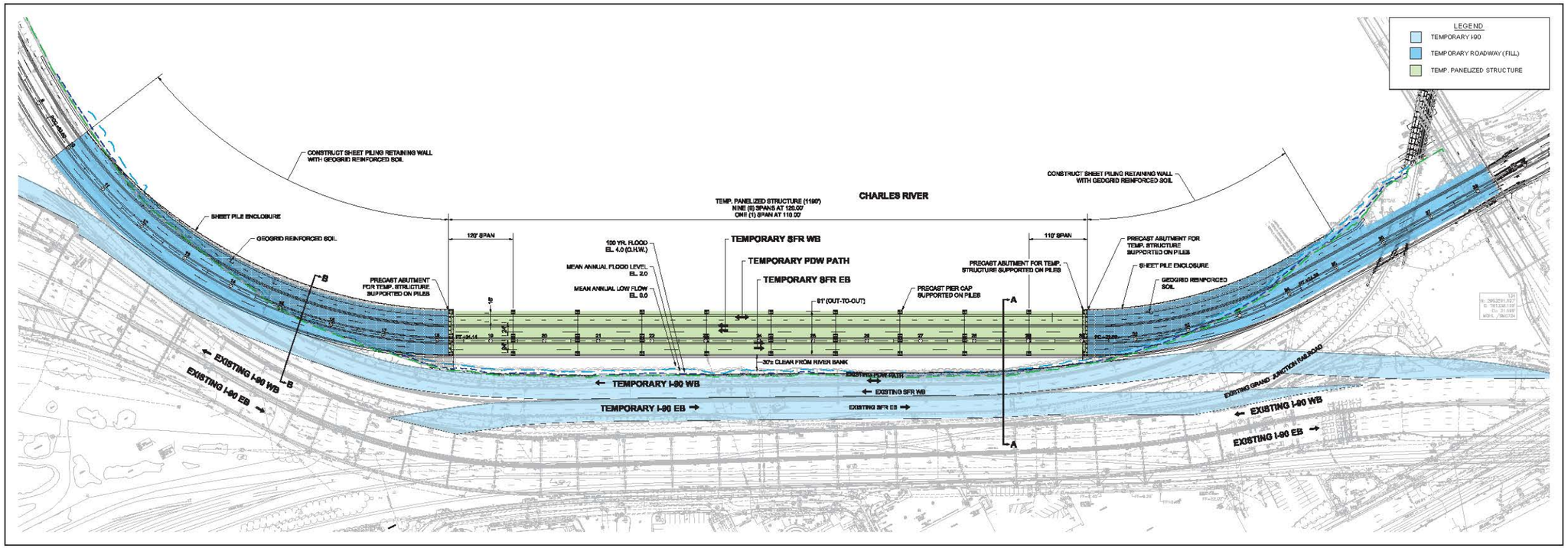


Allston Multimodal Project
Allston, Massachusetts

0 100 200
Feet

DRAFT

Alternative 4 - Temporary Soldiers Field Road/ PDWP/I-90 EB & WB Layouts
Figure 17



ALLSTON INTERCHANGE

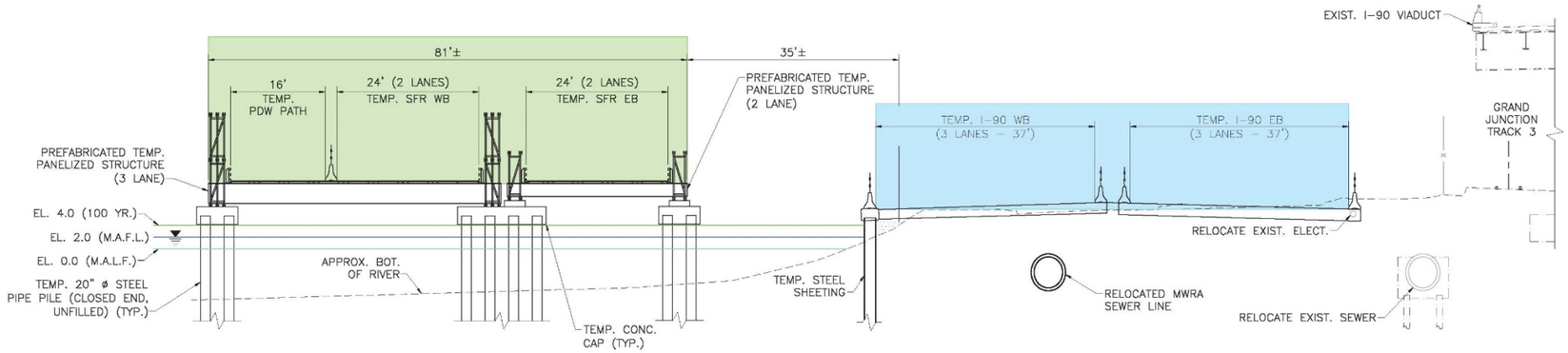
massDOT Highway Division

0 50 100 Feet

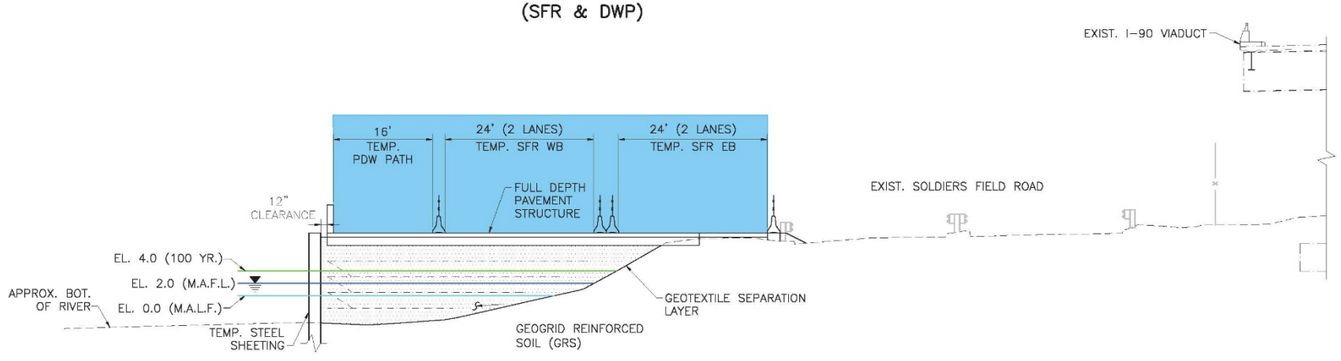
DRAFT

Allston Multimodal Project
Allston, Massachusetts

Alternative 4 - Temporary Soldiers Field Road & PDW Path
Alternative 3 Modified - Revised Offset
Figure 18



SECTION A-A
TYPICAL TEMP. PANELIZED STRUCTURE TRANSVERSE SECTION
(SFR & DWP)



SECTION B-B
TYPICAL MECHANICALLY STABILIZED EARTH BACKFILL TRANSVERSE SECTION
@ TRANSITION TO MAINLAND (SFR & DWP)

LEGEND

100 YR. - 100 YEAR FLOOD LINE (EL. 4.0)
M.A.F.L. - MEAN ANNUAL FLOOD LINE (EL. 2.0)
M.A.L.F. - MEAN ANNUAL LOW FLOW (EL. 0.0)

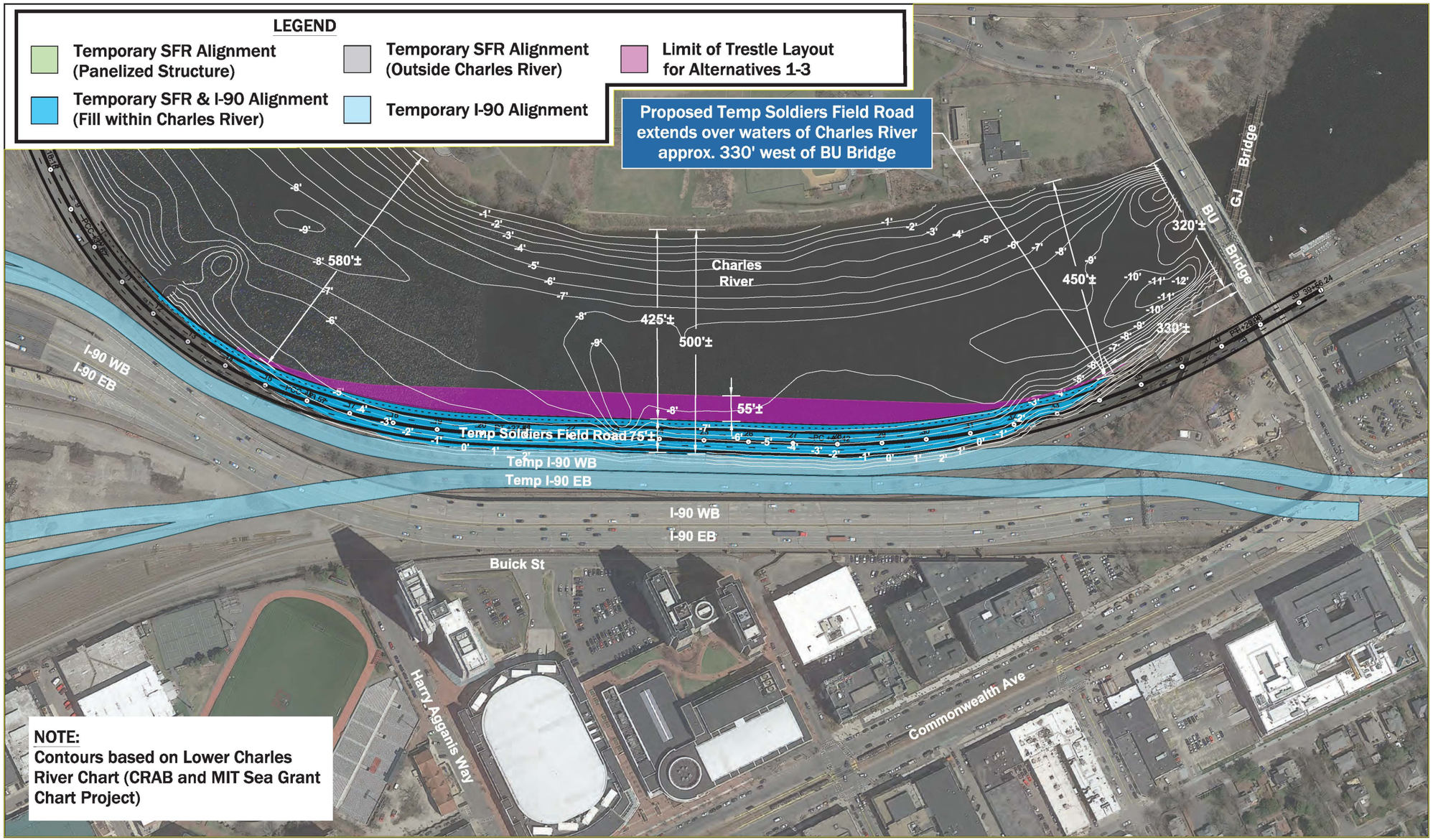
TEMPORARY I-90
TEMPORARY ROADWAY (FILL)
TEMPORARY PANELIZED STRUCTURE

DRAFT

0 10 20
Feet

Allston Mulitmodal Project
Allston, Massachusetts

Alternative 4 - Temporary Soldiers Field Road and PDW Path
Alternative 3 Modified - Revised Offset
Figure 19

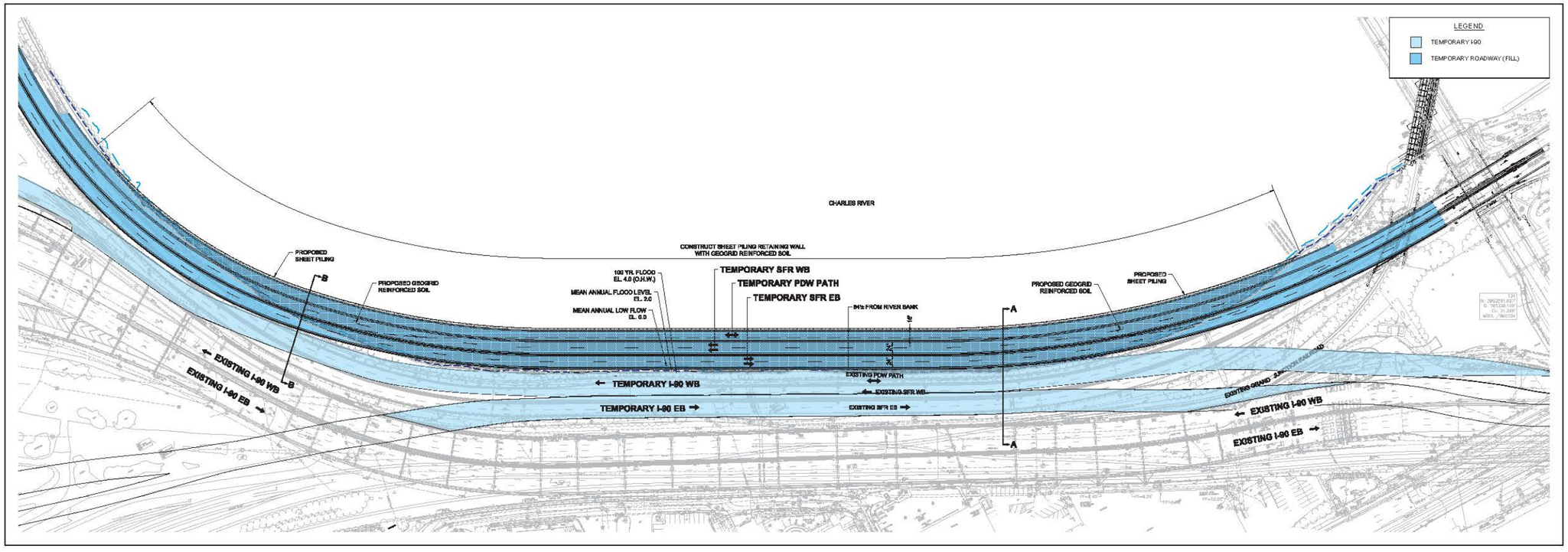


Allston Multimodal Project
Allston, Massachusetts

0 100 200
Feet

DRAFT

Alternative 5 - Temporary Soldiers Field Road/ PDWP/I-90 EB & WB Layouts
Figure 20



ALLSTON INTERCHANGE

massDOT Massachusetts Department of Transportation Highway Division

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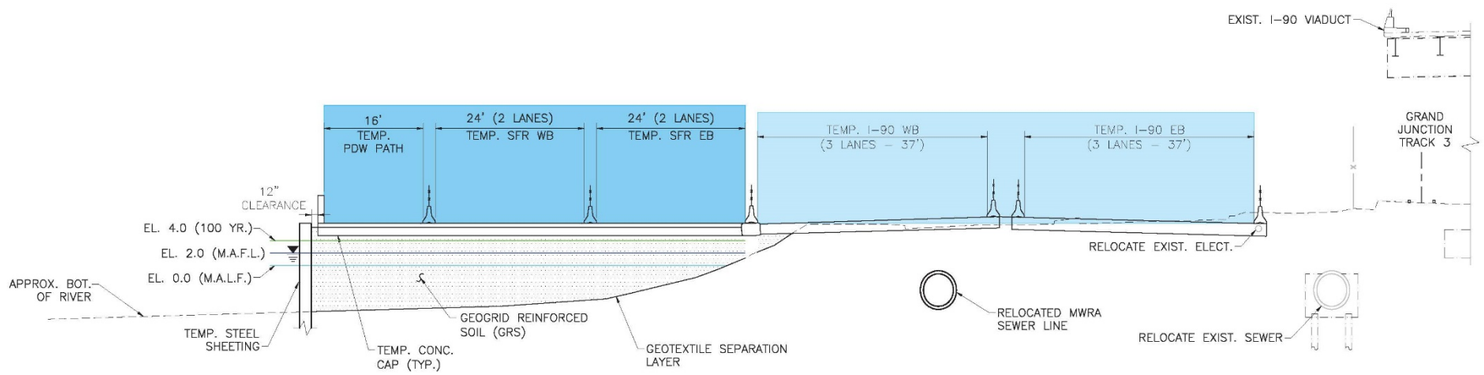
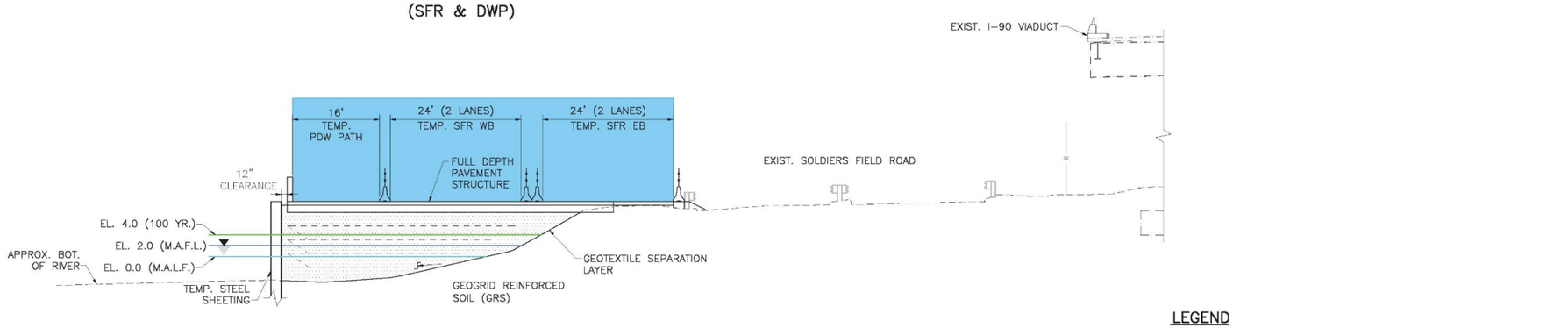
Allston Multimodal Project
Allston, Massachusetts

Alternative 5 - Temporary Soldiers Field Road & PDW Path
Retained Fill Roadway - No Structures
Figure 21



SECTION A–A
TYPICAL MECHANICALLY STABILIZED EARTH BACKFILL TRANSVERSE SECTION
(SFR & DWP)



SECTION B–B
TYPICAL MECHANICALLY STABILIZED EARTH BACKFILL TRANSVERSE SECTION
@ TRANSITION TO MAINLAND (SFR & DWP)

LEGEND

100 YR. – 100 YEAR FLOOD LINE (EL. 4.0)
M.A.F.L. – MEAN ANNUAL FLOOD LINE (EL. 2.0)
M.A.L.F. – MEAN ANNUAL LOW FLOW (EL. 0.0)

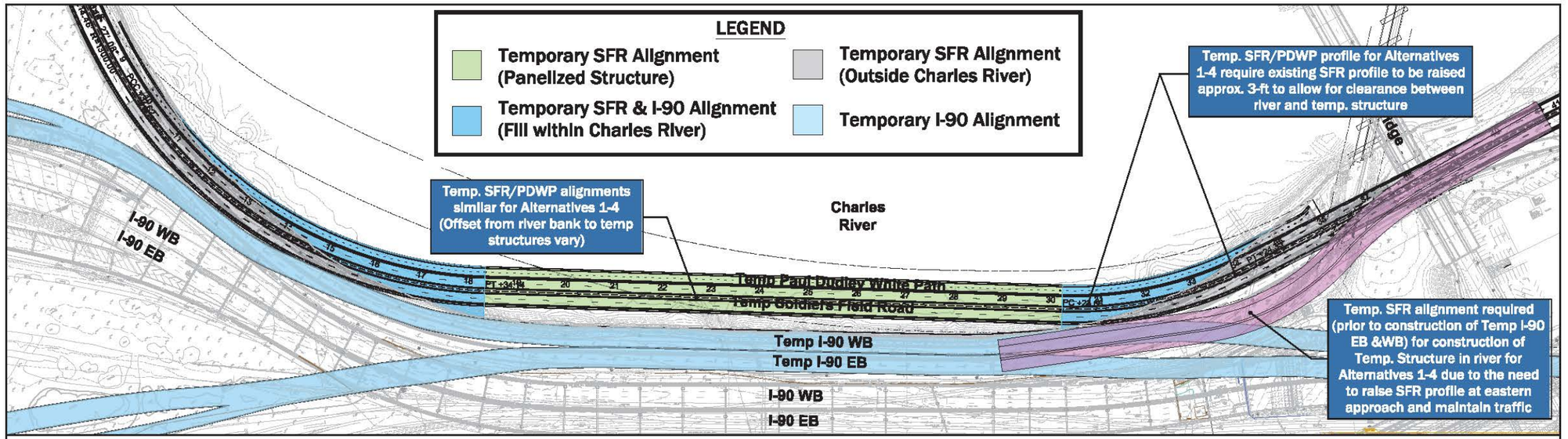
TEMPORARY I–90
TEMPORARY ROADWAY (FILL)

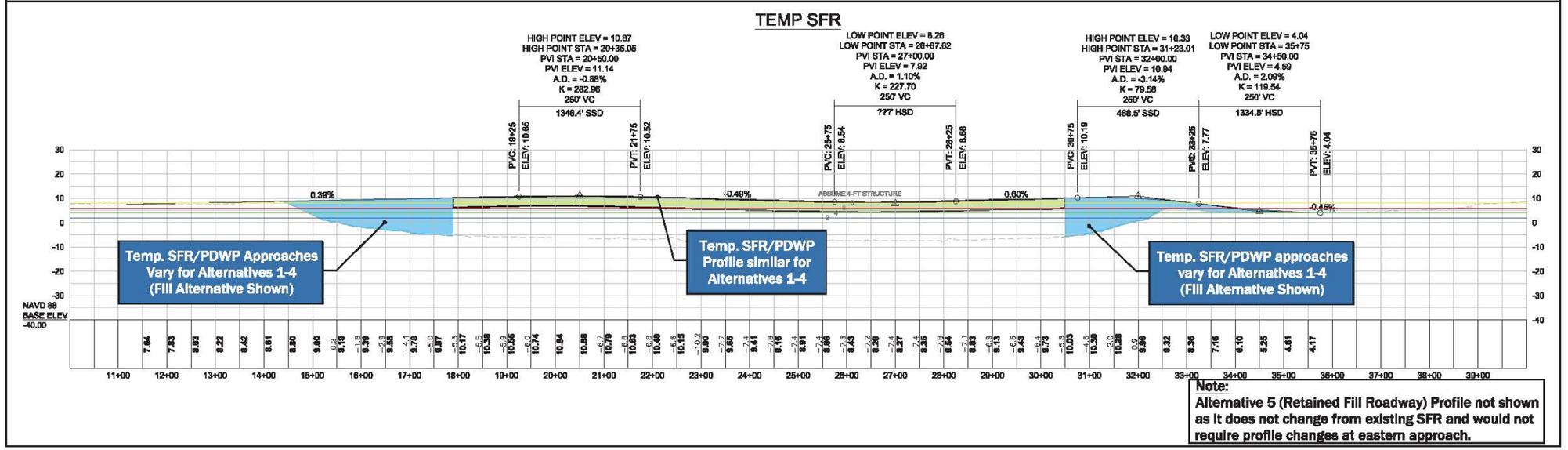
DRAFT

0 10 20
Feet

Allston Mulitmodal Project
Allston, Massachusetts

Alternative 5 - Temporary Soldiers Field Road and PDW Path
Retained Fill Roadway - No Structures
Figure 22





Note:
Alternative 5 (Retained Fill Roadway) Profile not shown as it does not change from existing SFR and would not require profile changes at eastern approach.

0 NTS Feet

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Allston Multimodal Project
Allston, Massachusetts

Temporary Soldiers Field Road/ PDWP on Trestle Profile
Figure 23

SELECTED PLANTS

SUMMERSWEET
CLETHRA ALNIFOLIA

SWITCHGRASS
PANICUM VIRGATUM

GREY GOLDENROD
SOLIDAGO NEMORALIS

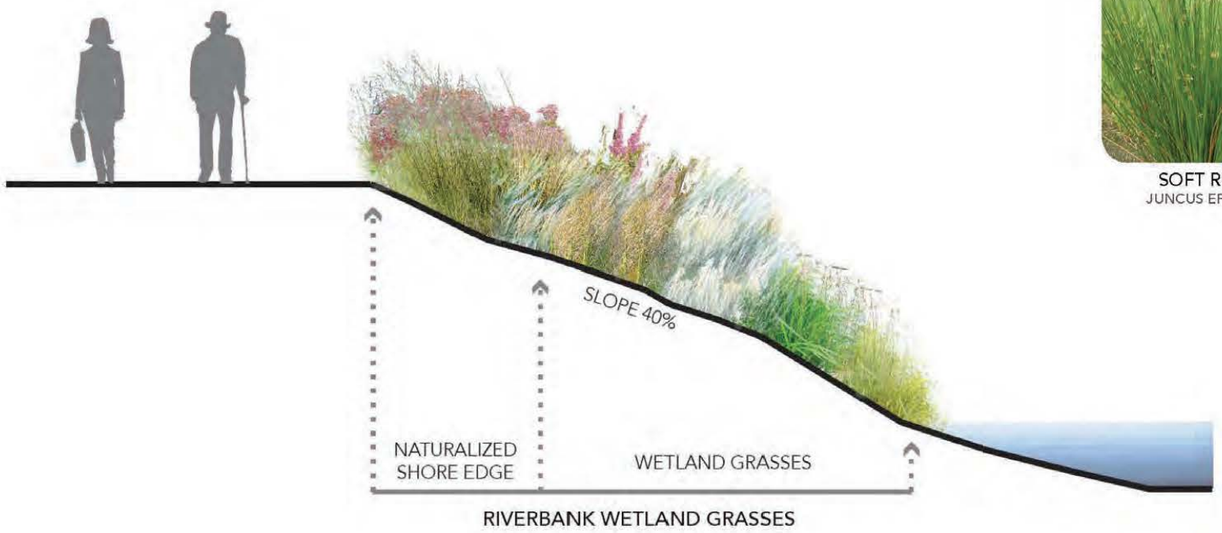
BLUE JOINT GRASS
CALAMAGROSTIS CANADENSIS

NATIVE WILDFLOWER MIX

SOFT RUSH
JUNCUS EFFUSUS

STEEPLE BUSH
SPIREA TOMENTOSA

TUSSOCK SEDGE
CAREX STRICTA



WOOLGRASS
SCIRPUS CYPERINUS

FOWL BLUEGRASS
POA PALUSTRIS

DETAIL SECTION

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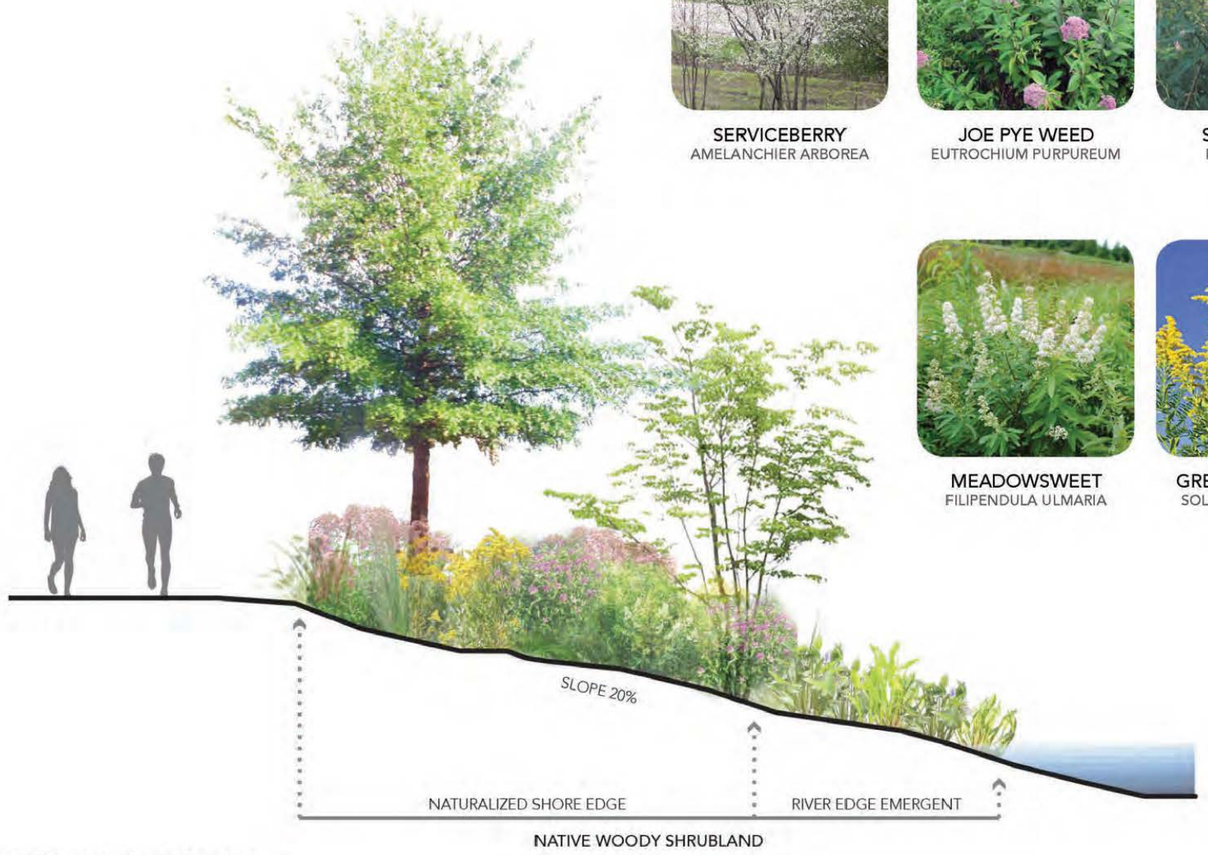
Allston Multimodal Project
Allston, Massachusetts

Allston River Park
Central Lawn Edge - Sedges & Grasses, Willows and Wildflowers
Figure 24



DETAIL SECTION

SELECTED PLANTS

SERVICEBERRY
AMELANCHIER ARBOREA

JOE PYE WEED
EUTROCHIUM PURPUREUM

SWAMP ROSE
ROSA PALUSTRIS

NANNYBERRY
VIBURNUM LENTAGO

WINTERBERRY
ILEX VERTICILLATA

MEADOWSWEET
FILIPENDULA ULMARIA

GREY GOLDENROD
SOLIDAGO NEMORALIS

WILD BERGAMOT
MONARDA FISTULOSA

AMERICAN
WATER-WILLOW
JUSTICIA AMERICANA

PICKERELWEED
PONTEDERIA CORDATA

BLUE FLAG IRIS
IRIS VERSICOLOR

DRAFT

Allston Multimodal Project
Allston, Massachusetts

Allston River Park
Naturalized Riparian Edge - Woody Shrubs, Perennials and Emergent Plants
Figure 25

SELECTED PLANTS

NEW ENGLAND ASTER
SYMPHYOTRICHUM NOVAE-ANGLIAE

NANNYBERRY
VIBURNUM LENTAGO

MARSH BRISTLEGRASS
SETARIA PARVIFLORA

GOLDEN ALEXANDER
ZIZEA AUREA

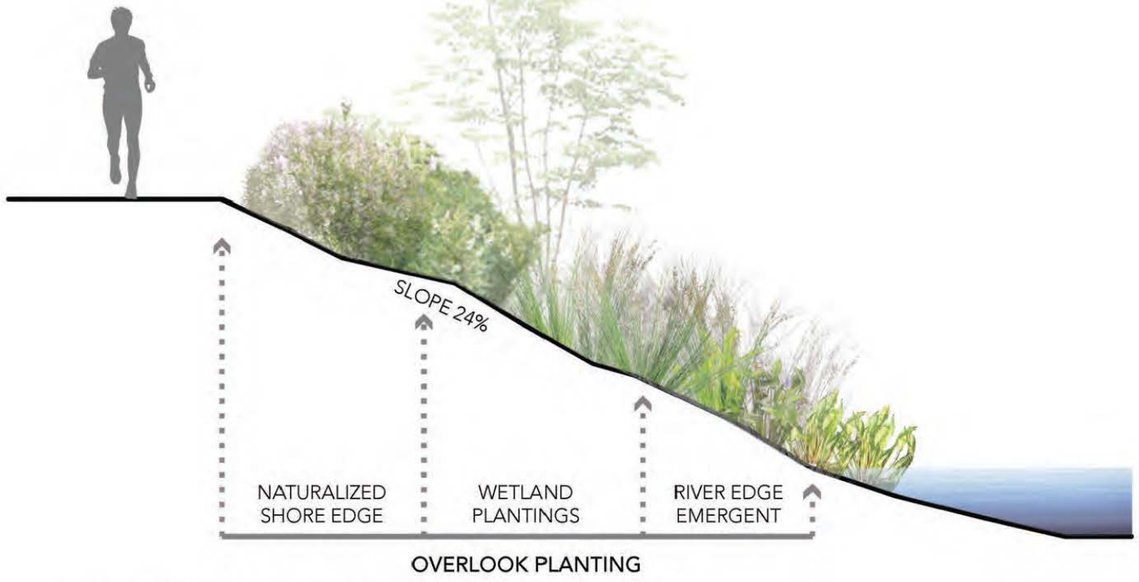
JOE PYE WEED
EUTROCHIUM PURPUREUM

SOFT RUSH
JUNCUS EFFUSUS

STEEPLE BUSH
SPIREA TOMENTOSA

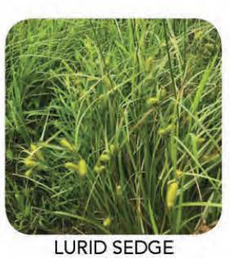
BLUE JOINT GRASS
CALAMAGROSTIS CANADENSIS

BLUE FLAG IRIS
IRIS VERSICOLOR



DETAIL SECTION - OVERLOOK

PICKERELWEED
PONTEDERIA CORDATA



LURID SEDGE
CAREX LURIDA

DRAFT

Allston Multimodal Project
Allston, Massachusetts

Allston River Park
Grassy Overlooks - Naturalized Riparian Edge Species and Wetland Species
Figure 26

Appendix D

Detailed Scoping Comments and Responses

#	ID	Number	Date	Topic	Comment	Response
1	AA	1	12/10/2019	Staging	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, in particular the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. The agency's notice fails to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
2	AA	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
3	AA	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
4	AA	4	12/10/2019	Staging alternatives, river user impacts	In proceeding to a draft for environmental review of the I-90 project, MassDOT must first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
5	AA	5	12/10/2019	Staging alternatives, river user impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.
6	AAl	1	12/12/2019	staging, river impacts, Head of the Charles	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Additionally, I'm concerned about the effects this could have on the Head of the Charles race.	See Response to Frequently Received Comment #8.
7	ABa	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, The letter below summarizes my concerns and disapproval of the proposed reroute of SFR. To put forward this major change in the announced "preferred" project design without public comment is unacceptable. I will do my best to alert my many Cambridgeport neighbors and friends of the Charles River to this ill conceived end run of the process. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
8	ABC	1	12/12/2019	rail, buffer park, construction alt. analysis, staging, river's edge	1. Please include a new Modified Flip West Station and Rail Layout should be required for further study. We urge you to not dismiss the Flip West Station and Rail Layout from further refinement and evaluation in the Draft Environmental Impact Statement (Draft Environmental Impact Statement). The description in the Scoping Report for this option does not provide a sufficiently thorough analysis of potential alternative elements. The elements supported by A Better City that require further review in the Draft Environmental Impact Statement include: a. A two-platform, four-track West Station; b. Restoration of the concept of a 35-foot wide open space buffer /continuous pedestrian and bicycle path (aka "Peoples' Pike) adjacent to the residential neighborhood south of the project site in lieu of express tracks at that location; c. Three (or four, as space permits) multi-use tracks located in between "a" and "b" above that can serve a variety of functions by time-of-day, including express track (so-called), "ready to dispatch" track, and/or layover track (for Worcester Mainline Branch only) shared-use functionality. Possible changes to the Cambridge Street bridge abutment(s) and/or location of the Franklin Street footbridge substructure in order to maintain desired design speed through the West Station vicinity should be further evaluated. d. Determine if improvements to the Grand Junction Line to support frequent passenger service can be done concurrently with this multimodal project either as part of this project scope or as a separate but coordinated and concurrent project. c. Include the Malvern Street bus connection as part of a new multimodal connection to West Station, including pedestrian/bicycle modes. Further discussion of the characteristics and analysis of this proposed alternative can be found in comments 3, 9, 10,11, 16, 22, 23, 24, 25, 31, 32, 33, 35, 35, 36, 40, 41, 48, 49, 50, 51, 58, and 59 in Attachment A and in Attachment B. 2. Please include a so-called "River's Edge" construction staging concept strategy for further evaluation in the 3L Alternative that provides for continuous two track service on the Worcester Mainline while minimizing impact on the Charles River. We urge you to not limit evaluation of construction staging in the Draft Environmental Impact Statement to a single so-called "Trestle in River" approach that appears to be currently favored by MassDOT. The construction staging strategy described in the Scoping Report that requires over 2,600 linear feet temporary bridge and fill in the river supported by 100 foot long piles in the river bed to accommodate the Paul Dudley While Path and four lanes of Soldiers Field Road for several stages of construction provides unnecessarily excessive impact on the river. In Attachment C, A Better City offers a simpler, less impactful alternative that requires less or no fill in the river, significantly fewer piles in the river to temporarily support the Paul Dudley While Path and two lanes of Soldiers Field Road in a 40 foot wide extension of the river bank. We recently shared detailed drawings of this "River's Edge" staging concept with MassDOT. We believe these drawings show a better staging concept that provides no reduction in two track Worcester Mainline service during weekday operations, minimizes the number of temporary roadway stages, and reduces project duration and cost. Further discussion of this suggested staging strategy can be found in comments 1, 20, 28, 30, 38, 62, 63, 64, and 66 in Attachment A and is more fully described and illustrated in Attachment C.	See Responses to Frequently Received Comments #4, #5, #6, #8 and # 10.

#	ID	Number	Date	Topic	Comment	Response
9	ABC	2	12/12/2019	multimodal throat, parkland, all at grade	3. Please modify the Purpose and Need Statement of the multimodal project to include environmental restoration of the Charles River bank with significant new open space within the narrow Throat area and to include significant enhancement of public access to the Charles River Basin. Such multimodal public access enhancements should include: a. A new Paul Dudley White with separated paths for pedestrians and bicyclists, and wider open spaces along the path will provide a safer and more supportive experience for those users of this regional multimodal transportation component. b. A new pedestrian and bicycle overpass connecting along Agganis Way (over the lowered transportation facilities) from neighborhoods south of the Turnpike to the Charles River bank and the Paul Dudley White Path. c. New opportunities for enhanced public access water-dependent opportunities to the Charles River spaced throughout the length of the project limit interface along the Boston river bank, including but not limited to access points for small human-powered vessels (such as kayaks) and new floating docks or platforms (similar to those located down river near the Storrow Lagoon area). Further discussion of this recommendation can be found in comments 6, 12, 17, 18, 20, 46, 60, and 61in Attachment A. Please include a new modified so-called "All At-grade" option within the Throat area for further evaluation in the Draft Environmental Impact Statement. We urge you to not eliminate the "At-grade" option for further study at this time. As we understand it, MassDOT originally selected the "Hybrid Option" with an elevated Soldiers Field Road as its Preferred Option on the basis that, in part, the Charles River was not to be disturbed either during construction nor on a permanent basis. However, MassDOT subsequently stated that the Hybrid Option requires significant long-term (about 10-years) impacts during construction to accommodate both the Paul Dudley White and Soldier Field Road on temporary structure located in the river. Given this new information, we believe such temporary facilities could be designed with the possibility for permanent structural elements so that, if desirable, the amount of new parklands could be greatly increased, total environmental impacts could be significantly reduced, and that a new modified All At-Grade option could become a most viable possibility. The construction staging strategy and structures located along the river edge described in item 2 above and in Attachment C can readily support this approach for permanently enhancing the river bank and overall cross section width made available to undertake this project. Please note that we make this request because such a new, modified All At-grade concept may ultimately serve to reduce environmental impacts, reduce the time needed to construct this project, and also to reduce total project costs including life cycle costs. A Better City developed and advocated for the All At-Grade Options starting back in 2015, with such advocacy continuing until the so-called Secretary's decision was made in January 2019.	See Responses to Frequently Received Comments #2, #3, #4 and #8.
10	ABC	3	12/12/2019	construction mitigation, layover	5. Mitigation of impacts during the construction period and after completion of construction should be evaluated in the Draft Environmental Impact Statement. Mitigation during and after construction should be considered even before the preferred alternative is selected and form a major element to be contained in the Draft Environmental Impact Statement. Details of specific impacts to be mitigated will be more defined in the preferred alternative; however, it is clear at this point that certain construction phase impacts will be encountered. Mitigation measures to address the adverse impacts of reduction of Turnpike capacity from four lanes to three lanes in each direction, for instance, should include enhanced commuter bus service, more Green Line service on the Riverside branch, more frequent commuter rail service, increased parking capacity at stations, and improvements such as high level platforms to reduce travel time on the Worcester Mainline. 6. Please modify the No Build alternative in Section 3.2.1 to not include a layover facility for MBTA train sets that does not presently exist. Although we support limited train layover in other alternatives (as described in Para. #1 above), the Scoping Document is factually wrong to suggest that any such train layover "would continue…[an existing] use…." Separate and apart from any easement by right that may exist between the MBTA and the landowner, the MassDOT/MBTA currently have no such layover tracks in use at this location. Furthermore, we understand that MassDOT/MBTA currently lack necessary approvals for such a layover facility from relevant state and federal permitting agencies. We believe applicable FHWA guidance would allow a proponent to incorporate certain "short-term minor activities" such as revised pavement markings and signage. But the kind of major new train layover facility contemplated here falls far outside standard FHWA definitional guidance of a No Build alternative, and request that FHWA require that any such new train layover (no matter the need) be removed from the No Build and placed as appropriate within other alternatives that go forward for further evaluation. 7. Please incorporate the Meeting Minutes of MassDOT's I-90 Allston Task Force Meeting held on December 11, 2019 as additional comments to this Comment Letter. Several dozen participants (including A Better City) attended this Task Force meeting held last night and offered comments on several subjects of great import to this Scoping Document. These subjects include inadequacies in the traffic and forecast modeling associated with future usage of West Station and the new roadways to be built in the various project alternatives. We request that FHWA obtain written copy of these detailed comments from MassDOT (we do not have possession of them today) and consider those comments in their entirety as part of this Comment Letter submitted to you today.	Please see response to Frequently Received Comment #9 with regard to mitigation and Section 5.2.1 of the Scoping Summary Report. A Preferred Alternative will be developed and identified in the DEIS. Please see Response to Frequently Received Comment #1 on layover and #11 on modeling. The Yard has been historically used for rail purposes including layover. While the layover is not in operation today, there are remaining tracks in the proposed layover area today. As granted in the 2003 MBTA Easement Agreement executed between Harvard University Beacon Park Yards, LLC (Harvard) and the MBTA, MBTA currently holds perpetual and irrevocable rights to the use of this area for the purpose of temporary storage of commuter rail trains on four tracks and would only need to make minor modifications (e.g., reinstallation of connections) to do so, without further permitting or regulatory approvals required. MBTA can use this area for layover by right and plans to do so regardless of this project, so the layover is included in the No Build.

#	ID	Number	Date	Topic	Comment	Response
11	ABC	4	12/12/2019	phasing plan alt, rail, West Station, bike/ped access, crash data	Attachment A: National Environmental Policy Act Review Scoping Report Comments by A Better City 12/12/2019 Introduction: The following specific comments are coordinated with the numbered sections and pages in the Scoping Report. The most significant comments are in bold face. 1. The phasing plan in the DEIR has been replaced by a new phasing plan, but A Better City has prepared another phasing plan for consideration as well. [1.1, page 1] 2. The elements noted in this section such as Grand Junction service and High-Speed Intercity Rail each has independent utility and can be compatible with the multimodal design for the I-90 project. [1.1.1, page 2] 3. The figure shows the project limits extending to Everett Street which would include space to modify tracks serving West Station or additional layover yard tracks. [Figure 1, page 3] 4. Plans for more collaboration at November 7, 2019 public meeting was abbreviated by a power failure at Brighton High School. No additional session in or near Allston has been scheduled to allow for more live public comments. [1.2.2, page 5] 5. In the Purpose and Need section, under rail limitations functionally obsolete infrastructure and lack of multimodal connections are cited and these are justifications for moving ahead with West Station to address these shortcomings at an early stage of project implementation. [2.2.C, page 7] 6. Mobility and access limitations include a need for a wider Paul Dudley White path for two way bicycle and pedestrian use, and the existing Turnpike viaduct is noted as impeding opportunities for connections to the Charles River Reservation, suggesting that both issues should be addressed in the project. [2.2.D, page 8] 7. Viewshed limitations by the existing viaduct are mentioned as one of the roadway deficiencies. [2.2.A.1, page 9] 8. Crash data gathered prior to removal of the toll plaza offer an out of date and not currently valid perspective on safety on the Turnpike. [2.2B.1, page 10] 9. Operational improvements for Worcester Mainline commuter rail to help decrease travel time, and improved Grand Junction service are noted as rail limitations to be addressed. There may be other operational improvements that can decrease travel time that are implemented as project mitigation beyond the project areas such as additional high level platforms at stations and improvements to switching or signals. [2.2C.1, page 11] 10. West Station will be a significant transit hub for multiple modes: Worcester Mainline commuter rail, future Grand Junction passenger service, bus lines providing north/south connections to destinations on both sides of the project area and projected growth in the Allston area indicate a high demand for the function of this hub. [2.2.C.2, page 11]	See Responses to Frequently Received Comments #4, #6, #7 and #9. MassDOT will continue to review and revise potential phasing plans for the Project during the environmental review process and development of the Draft Environmental Impact Statement. West Station is envisioned as a multimodal transit hub. The safety analysis in the Draft Environmental Impact Statement will be updated to include crash data for the time period after the toll plazas were removed from the I-90 mainline and ramps at the Allston interchange.
12	ABC	5	12/12/2019	West Station, layover, bike/ped Agganis access, bike/ped accommodations	11. Commuter rail layover can be accommodated in the vicinity of West Station on bypass tracks near the station. The number to train sets to be accommodated will be determined by the availability and capacity of other layover facilities in the Southside network as well as the possibility of more frequent, all-day rail service that in future years may reduce the demand for mid-day layover. Given the intensity of nearby construction activity, it is unlikely that layover space can be available for many years, and by that time, that demand for layover space could change significantly. [2.2.C.3, page 11] 12. Rather than a wider, two-directional multi-use path, a dual treadway design for paths to separate bicycles and pedestrians as used elsewhere along the banks of the Charles River is the preferred design. Sufficient dimension should be provided to accommodate this pair of paths as well as open space at the edge of the river. [2.2.d.2, page 12] 13. Access to the edge of the Charles River is critical at Agganis Way and the Soldiers Field Road underpass. [2.2.D.3, page 12] 14. A more appropriate stance rather than not precluding development would be designing transportation facilities to facilitate and support future development. [2.2.D.4, page 13] 15. A critical purpose of the project is to improve visual quality, and that objective should be taken into account with each design decision. [2.3.A, page 13] 16. The description of "Provide Rail Improvements" provides for a broad range of responses accompanying the construction of West Station. "Infrastructure supporting mid-day commuter rail operations" can include support of more frequent all-day commuter rail service as well as mid-day layover facilities. The design should not only "not preclude" future intercity and Grand Junction Railroad service, but should be designed to support those services. [2.3.C, page 14] 17. The purpose statement includes providing connections from adjacent neighborhoods to and from the Charles River Reservation and upgrading the Paul Dudley White Path. These connections should include a connection as an extension of Agganis Way. [2.3.D, page 14] 18. In order to accomplish these ends, the purpose should include a commitment to provide adequate open space to enhance the visual quality of these elements and enhance the experience of users. [2.3.D, page 14] 19. The list of overarching themes drawn from the public comments to the DEIR send a clear messages of the priorities of the commenters. [3.1, page 15] 20. New or modified alternatives identified during the scoping to be evaluated against the purpose and need should include enhancements of the alternatives. Some enhancements which we believe are worth further evaluation are described in these comments. If the purpose and need statements are modified through this process, those modifications should be used to evaluate the alternatives. [3.1, page 15]	See Responses to Frequently Received Comments #1, #2, #4 and #6.

#	ID	Number	Date	Topic	Comment	Response
13	ABC	6	12/12/2019	commuter rail speeds, bike ped access, alt analysis-All at-grade	21. The description of the "No Build" alternative includes reasonable assumptions for a baseline concept to be compared with other alternatives in the Draft Environmental Impact Statement. [3.2.1, page 17baseline concept to be compared with other alternatives in the Draft Environmental Impact Statement. [3.2.1, page 17] 22. The issue of the 79 miles per hour maximum design speed has been extensively discussed and questioned during the Task Force process. In the review of any alternatives there should be an analysis of the pros and cons of maintaining that speed, including the practical impact of this speed on travel time given the location and distance between curves or other restrictions that constrains the maximum speed and the acceleration of a variety of train and propulsion configurations running on the Worcester Mainline. [3.2.2, page 17] 23. The description of the "3L Re-Alignment with Options" should incorporate variations to be evaluated described in these comments. The key elements described in the section of the document, including the Malvern Street connector, should also be evaluated with the Throat and West Station and railroad alignment options that we recommend in the comments below. [3.2.3, page 18] 24. To enhance the benefits of dedicated pedestrian and bicycle infrastructure that includes the Franklin Street pedestrian and bicycle bridge and the recommended Agganis Way connection, completion of the buffer path along the southern edge of the site adjacent to the residential neighborhood (described in the "Flip Layout Option" on page 33) can make all of these elements more effective in making the connections mentioned in the Purpose and Need statement. [3.2.3, page 23] 25. Discussion of issues of commuter rail layover is included below in comments on section 3.2.3.2, page 33. [3.2.3, page 23] 26. We continue to oppose advancement of the Highway Viaduct Option and agree that further analysis of the Highway Viaduct option should not continue in the Draft Environmental Impact Statement for the reasons stated in section 3.3.2. [3.2.3.1, page 24] 27. The At-Grade Option has been judged by state DEP wetlands regulators not to be a viable option due to the permanent impact of placing the Paul Dudley White path along the Charles River Bank over the water; however, we believe that this option should be carried forward as a contingency if other options are found to be deficient. [3.2.3.1, page 27]	See Responses to Frequently Received Comments #1, #3 and #4. Three Throat Area Options will be carried forward for further analysis in the Draft Environmental Impact Statement: a Modified Highway Viaduct Throat Area Option, Modified At-Grade Throat Area Option, and the SFR Hybrid Throat Area Option. Please see Sections 5.2.3 and 5.4 of the Scoping Summary Report.
14	ABC	7	12/12/2019	staging, east SFR hybrid option	28. Regarding the At-Grade Option construction staging, see comments below on the SFR Hybrid Option staging described on page 29. The temporary trestle staging does not minimize impacts on the Charles River. [3.2.3.1, page 27] 29. The SFR Hybrid Option that locates Soldiers Field Road over the eastbound travel lanes of the Turnpike offers the following benefits: 1) The lower stacking of the roadways allows a lower Agganis connection to the edge of the river, with shallow approach ramps. 2) With the westbound Turnpike lanes open to the sky, a highway noise barrier can be placed north of the roadway next to the open space at the river without interfering with ventilation of the highway. 3) The required Exit Direction Signage for the proposed new Exit 20 can meet federal requirements for size and placement. [3.2.3.1, page 29] 30. The construction staging described for the SFR Hybrid Option with Soldiers Field Road over the eastbound Turnpike travel lanes is only one possible approach. Use of a temporary trestle with retained fill approaches to the east and west of the Throat includes several stages that require use of temporary locations for westbound and eastbound I-90. Furthermore, the long duration temporary use of the river for retained fill, many piles in the river to support the temporary trestle, and the requirement for extensive remediation upon removal of the fill and piles out of the riverbed cause significant impacts on the river that can be avoided by a minimal intrusion into the river. A Better City has developed a conceptual staging plan that requires no temporary roadways for I-90 (three lanes of eastbound and westbound traffic are removed from the existing viaduct and located in the final roadway only one direction at a time). The temporary eastbound lanes of Soldiers Field Road are located on dry land throughout the staging and only two lanes of the westbound Soldiers Field Road and the Paul Dudley White Path, with a total width of approximately 38 feet, is located beyond the top of the river bank and extend over the water by a distance of about 14 feet. Staging allows access to each work zone generally moving from north to south across the site. Impact on operations of the Worcester mainline tracks is minimal, with work in that location scheduled for off peak and weekend hours. We suggest that this alternative staging approach should be further analyzed in the Draft Environmental Impact Statement, and if it is viable, it should be substituted for the temporary fill and trestle approach currently assumed for this option. Further description of this approach is included in an attachment to these comments. [3.2.3.1, page 29]	See Responses to Frequently Received Comments #3 and #8.

#	ID	Number	Date	Topic	Comment	Response
15	ABC	8	12/12/2019	West Station, rail layover, buffers, bike/ped access	31. We believe that further analysis of rail operations at and near West Station and layover tracks is required to incorporate the latest development in the evolution of the rail operations concept. All three options described in this Scoping Document can be improved upon as noted in the comments on paragraphs listed below. [3.2.3.2, page 33] 32. The "DEIR Layout Option" had many shortcomings related to the placement of West Station along the southern edge of the project area site and does not deserve further consideration. [3.2.2.2, page 33] 33. The "Flip Layout Option" assumed a reduced design speed and travel time, three platforms, and limits on operational flexibility and access to the layover yard. The introduction of Cambridge Street Bypass to provide access to air rights development parcels was a contribution of this option. This option should be refined as described below and included in the Draft Environmental Impact Statement. [3.2.2.2, page 33] 34. The other major contributions to the design of the Flip Option that should be retained in further refinements is the 35 foot wide buffer and path connecting the Franklin Street bridge across the site to the Agganis Way connection to the Charles River edge. The buffer separated rail operations from the residential neighborhood to the south of the site. [3.2.2.2, page 37] 35. The "Modified Flip Layout Option" does not adequately respond to the priority of mitigating impacts on the adjacent residential neighborhood. [3.2.2.2, page 37] 36. We suggest that a further modification of the Flip Option can provide several desirable qualities of each of the options described above. A more comprehensive concept would retain the 35 foot wide buffer along the southern edge of the site to provide mitigation for the adjacent residential neighborhood, with pedestrian and bicycle connections at each end. A four-track, two-platform West Station with bus access as described for each option can provide operational efficiency and facilitate transfers between lines. Between the buffer and the southernmost track of West Station, two to four multi-use tracks can bypass the platforms and provide layover space, storage of standby train sets, and express service as needed based on operational requirements and time of day. If layover demand can be reduced by locating additional layover space elsewhere and/or providing more mid-day service, then the number of tracks used for layovers here can be reduced. [3.2.2.2, page 37] 37. In section 3.3, page 38 and following: Can you expand on the analysis done in making decisions on alternatives suggested for dismissal? 38. While the environmental impacts of an alternative may not be permanent, there appears to be a substantive difference between brief impacts and long term (such as the eight to ten year anticipated construction period) permanent temporary impacts [3.3, page 38] 39. In the criteria, "Traffic Operations" the focus is on impacts within the project area and on adjacent intersections. Why not also include regional impacts that result from the project, since these are regional facilities? The analysis needs to include a broader geography of impacts. Mitigation measures to address the adverse impacts of reduction of Turnpike capacity from four lanes to three lanes in each direction should include enhanced commuter bus service, more Green Line service on the Riverside branch, more frequent commuter rail service, increased parking capacity at stations, and improvements such as high level platforms to reduce travel time on the Worcester Mainline. [3.3, page 38]	See Responses to Frequently Received Comments #4, #5 and #9. The Flip West Station and Rail Layout Option has been deemed unreasonable for the Project and is dismissed from further evaluation. See Section 5.3 of the Scoping Summary Report. The Modified Flip has been updated since release of the Scoping Report and is further described in Section 5.2.3 and 5.4 of the Scoping Summary Report.
16	ABC	9	12/12/2019	West Station, regional rail	40. The support of local and regional connections described here under "Rail Operations" are critical functions of West Station as is the support of future Grand Junction line passenger service and the connection between rail lines at the platforms. West Station should be seen as a significant multimodal hub station. [3.3, page 38] 41. Can you explain the definition of "operational flexibility" in the criteria for rail operations? [3.3, page 38] 42. Can you define unreasonably high cost compared to other alternatives? [3.3, page 38] 43. Can you define unreasonably complicated or lengthy project schedule? [3.3, page 38] 44. We agree that the "Major Rehabilitation and Replacement Alternative" does not address existing deficiencies and should be dismissed from further evaluation. [3.3.1, page 41] 45. We agree that the "3L Realignment: Highway Viaduct Option" provides an unacceptable barrier across the site, causing significant visual and circulation impacts as well as other impacts that are mitigated by other alternatives, and it should be dismissed from further evaluation. [3.3.2, page 41] 46. The concern for providing pedestrian and bicycle ramp touch down area for the Agganis Way connection should not be a concern because adequate space is available west of the Throat where the land can be raised to shorten the length of required ramps, and additional stairs to supplement the ramps can be located. [3.3.3, page 42] 47. We agree that the "3L Realignment: At-Grade Throat Option" should be dismissed from further evaluation because it does not avoid permanent impacts at the edge of the river despite the many other benefits offered by this alternative. [3.3.3, page 42] 48. We agree that the "3L Realignment: MEPA DEIR West Station and Rail Layout Option" should be dismissed from further evaluation because subsequent design concepts provide a significantly better solution and better mitigation for adjacent residential areas. [3.3.4, page 42] 49. We disagree that further refinement of the "3L Realignment: Flip West Station and Rail Layout Option" should be eliminated for reasons state under comments on section 3.2.2.2 above and below. Further analysis is necessary to determine the need for and the value of benefits provided by express tracks, which do not exist at other stations along the Worcester Mainline. The express tracks located in other options in place of the important open space buffer and path mitigation along the southern edge of the site sacrifice this important design feature that not only provided mitigation, but is also a key feature supported by members of the Task Force and the community. This open space buffer should remain as part of any option receiving further refinement and evaluation.[3.3.5, page 43] 50. The statement that the layout incorporated in the Flip Option "would hamper operational flexibility" requires further analysis to determine whether or not this flexibility could be provided with adjustment of geometric or design speed constraints.[3.3.5, page 43]	See Response to Frequently Received Comments #3 and #4. A Modified Highway Viaduct Option and Modified At-Grade Throat Area Option have been deemed reasonable for the Project and will be further analyzed in the DEIS. Please see Sections 5.2.3 and 5.4.2 of the Scoping Summary Report. The Flip West Station and Rail Layout Option has been deemed unreasonable for the Project and is dismissed from further evaluation. See Section 5.3 of the Scoping Summary Report. In general, "operational flexibility" is a rail infrastructure's ability to deal with and adapt to delays, cancellations, and emergencies during service periods and minimize their impacts to the overall system. By providing additional tracks and switches for redundant moves and connections, the overall infrastructure becomes more flexible and robust in the event of an issue on the system. During scoping, the cost screening criterion examined the relative capital cost for each preliminary alternative at a planning level of detail. Alternatives determined to have substantially greater cost would be dismissed from further analysis. Greater cost detail will be provided in the Draft Environmental Impact Statement. Likewise, the relative difficulty and length of the project schedule for a proposed alternative was used to determine if any preliminary alternative was deemed unreasonable due to schedule constraints associated with that alternative.

#	ID	Number	Date	Topic	Comment	Response
17	ABC	10	12/12/2019	West Station	51. The document states: "The Flip West Station and Rail Layout option does not provide full operational flexibility when compared to other alternatives and is therefore suggested for dismissal from further evaluation." Where is the analysis for this assertion located within the document? On what basis was "full operational flexibility" defined and assessed? How can a four-track West Station (to be had under the original Flip) be LESS flexibility than a three-track West Station under the other alternative? [3.3.5, page 43] 52. In summary, we agree with dismissal of options for: Major Rehabilitation, Highway Viaduct, MEPA DEIR option. We agree that the No Build Alternative should be studied further, and we recommend that the At Grade Throat Area option should be carried as a contingency alternative and that the Flip West Station and Rail Layout should be refined and adjusted as described in comments above and substituted for the Modified Flip Option and the Refined Flip should be combined with the "3L Re-alignment Alternative with the SFR Hybrid Throat Area" which should also be refined with the approach to construction staging described in comments above. [3.3.6, page 43] 53. What about projections by MAPC or the BPBA about land use and development induced beyond the project area? [4.3, page 44-45] 54. Why is there no analysis of shadows from transportation facilities on parcels in the Beacon Park Yard in addition to shadow impacts on the parkland? [4.3, page 45] 55. Why are economic impacts of delays due to Turnpike lane reductions and congestion omitted from analysis? [4.3, page 45-46] 56. Lower direct costs upon project completion may be offset by losses during the construction period. There should be some statement recognizing that possibility. [4.3, page 47] 57. The document states that "development within the BPY by 2040 is assumed to occur on terra firma. What is assumed for air rights development? [4.3, page 49] 58. Current assumptions about three morning and four afternoon peak period train stops may not reflect actual 2040 schedule, since policy decision about frequency of service are being made at present. A range of service models should be assumed for analysis to generate a range of results. [4.3, page 50] 59. Air quality assumptions that assume emissions from diesel locomotives may overstate the impacts if railroad electrification proceeds at a faster pace that assumed. [4.3, page 51] 60. A wall is proposed for the north edge of westbound I-90 adjacent to the river bank open space and Paul Dudley White Path. The design and impact of that wall should be taken into account in the analysis. [4.3, page 54] 61. Analysis should determine utility and effectiveness of proposed noise wall next to the Paul Dudley White Path. [4.3, page 55] 62. The finding of no practicable alternatives to construction in the wetlands should not be difficult to attain, but a key issue is identifying an alternative that minimizes the impacts, both during construction and in the permanent condition. [4.3, page 56] 63. The document is silent on any difference between permanent and temporary wetlands impacts. [4.3, page 56] 64. The finding of no practicable alternatives to construction in the flood plain should not be difficult to attain, but a key issue is identifying an alternative that minimizes the impacts in the permanent condition. [4.3, page 57]	See Responses to Frequently Received Comments #3, #4, #8 and #11 and Sections 5.4 and 5.3 of the Scoping Summary Report. An analysis of environmental impacts including land use, shadows, wetland impacts, etc., of reasonable alternatives as defined in the Scoping Summary Report will be provided in the Draft Environmental Impact Statement. West Station has been modified to provide a four track, three platform layout. Please see Response to Frequently Received Comments #4 for additional details on operations considerations. In general, "operational flexibility" is a rail infrastructure's ability to deal with and adapt to delays, cancellations, and emergencies during service periods and minimize their impacts to the overall system. By providing additional tracks and switches for redundant moves and connections, the overall infrastructure becomes more flexible and robust in the event of an issue on the system. Regarding the Harvard version of the Flip, the design lacks flexibility due to the reduced number of connections between tracks on either side of West Station and an express track for express service to bypass the station. The lack of additional connectivity would not allow WML and GJR trains to cross tracks to and from West Station depending on their ultimate destination. Westbound trains on Tracks 2 and 1 would not have a connection to switch onto GJR Track 3 and into the station. All eastbound trains passing through West Station would need to remain on the tracks corresponding to their ultimate destination because once within the station limits, there would be no connection that would allow them to switch between dedicated service lines to either Grand Junction or South Station. Impacts of a reasonable range of alternatives (see Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
18	ABC	11	12/12/2019	mitigation of construction impacts	65. While specific mitigation designs will not be advanced until selection of the preferred alternative, consideration of the range of mitigation possibilities and the degree of difficulty of their implementation should be undertaken as the preferred alternative is being developed. [4.3, page 58] 66. Mitigation of construction impacts and traffic impacts during the construction period and methods for minimizing impacts need to be considered early before a preferred alternative is defined to help shape an alternative with minimal impacts and required mitigation. [4.3, page 63]	See Response to Frequently Received Comment #9. The Draft Environmental Impact Statement will identify the Preferred Alternative.

#	ID	Number	Date	Topic	Comment	Response
19	ABC	12	12/12/2019	West Station, regional rail	Attachment B: National Environmental Policy Act Review Scoping Report West Station and Supporting Track Configuration 12/12/19 Further review is needed to determine the best solution for West Station and the area around it. The elements supported by A Better City that require further review before being eliminated from consideration include: 1) a two-platform, four-track West Station, 2) station and trackage design that facilitates efficient coordination of early implementation of Grand Junction Line service with Worcester Mainline service and possible future regional rail/urban rail service, 3) the need and advisability of express tracks on the Worcester Mainline at this location, 4) questions of the need, capacity, and location of layover tracks that may either share mid-day use of tracks that bypass the platforms of West Station or be eliminated altogether at this location, 5) restoration of the concept of a 35 foot wide open space buffer/continuous pedestrian and bicycle path adjacent to the residential neighborhood south of the project site instead of express tracks. Develop Design of a Two-Platform, Four-Track West Station and Passenger Service on the Grand Junction Line: West Station will be a significant transit hub for multiple modes: Worcester Mainline commuter rail, future Grand Junction passenger service, bus lines providing north/south connections via Malvern Street and the street network north of the Turnpike to destinations on both sides of the project area such as Harvard Square and Longwood or Dudley, and support of projected growth in the Allston area. A two-platform, four-track station design, originally proposed in the first "Flip Option," will facilitate transfers between rail lines and can provide for greater operational flexibility for Worcester Mainline service, future regional rail and urban rail service, and operation of passenger service on the Grand Junction Line. The Grand Junction service should be advanced concurrently with construction of the Allston I-90 Multimodal Project to take advantage of the interruption of Grand Junction operations associated with the Turnpike construction period. Continue Evaluation of a Flip Option in the Draft Environmental Impact Statement to Consider How to use Bypass Tracks to Support Any Necessary Express, Ready to Dispatch Service, and/or Supply Limited Layover Capacity: Between the proposed buffer along the southernmost edge of the site, and the track at the southern platform of West Station, two to four multi-use tracks can bypass the platforms and provide layover space, storage of standby train sets, and express service as needed based on operational requirements and time of day. Further analysis is necessary to determine the need for and the value of benefits provided by express tracks, which do not exist at other stations along the Worcester Mainline. Commuter rail layover, if necessary, can be accommodated in the vicinity of West Station on bypass tracks near the station. If layover demand can be reduced by locating additional layover space elsewhere in the Southside network and/or providing more frequent mid-day service, then the number of tracks used for layovers here can be reduced. Given the intensity of nearby construction activity, it is unlikely that layover space can be available for many years, and by that time, that demand for layover space could change significantly, and other yard locations may become available. We believe that further analysis of rail operations at and near West Station and layover tracks is required to incorporate the latest developments in the evolution of the rail operations such as the recently proposed regional rail or urban rail concept.	See Responses to Frequently Received Comments #1, #4 and #6.
20	ABC	13	12/12/2019	West Station	Enhance Worcester Mainline Operations Along With Addition of West Station: Concern for increased travel time on the Worcester Mainline due to the addition of a station in this location can be addressed by both the design of West Station to allow trains to pass through or around the station at high speed, and by changes elsewhere on the line. Operational improvements for Worcester Mainline commuter rail that can help decrease travel time can be implemented as project mitigation such as additional high level platforms at stations to reduce dwell time and improvements to the rail bed, switching, or signals. The issue of the 79 miles per hour maximum design speed has been extensively discussed and questioned during the Task Force process. In the review of any alternatives, there should be an analysis of the pros and cons of maintaining that speed, including the practical impact of this speed on travel time given the location and distance between curves or other restrictions that constrain the maximum speed and the acceleration of a variety of train and propulsion configurations running on the Worcester Mainline. Current assumptions about three morning and four afternoon peak period train stops at West Station may not reflect actual 2040 schedule, since policy decision about frequency of service are being made at present. A range of service models should be assumed for analysis to generate a range of results. Restore the Buffer / Path Proposed in the Original Flip Concept: A Strong preference has been expressed by the Allston community for providing a 35 foot wide continuous open space buffer and path connecting without interruption from the Franklin Street footbridge, along the southern property line of the site to Agganis Way and a bridge over the transportation elements to the Paul Dudley White Path along the bank of the Charles River. This buffer and path system will help to shield the adjacent residential neighborhood from impacts of rail operations, and it can make all of the pedestrian and bicycle elements more effective in supporting connections mentioned in the Purpose and Need statement.	See Responses to Frequently Received Comments #4, #9 and #11.

#	ID	Number	Date	Topic	Comment	Response
21	ABC	14	12/12/2019	construction staging, alt analysis	Attachment C: Alternative Staging Strategy for Construction of the "3L Realignment Alternative with the SFR Hybrid Throat Area" 12/12/19 We have reviewed the staging strategy for the SFR Hybrid Option with Soldiers Field Road over the eastbound Turnpike described in section 3.2.3.1 on page 29 in the Scoping Report. MassDOT's currently proposed staging was most recently discussed in detail at the MassDOT Task Force workshop held on November 13, 2019 and shown on drawings made available to Task Force members by MassDOT on December 5, 2019. We both agree and disagree with MassDOT's staging as currently referenced in the Scoping Document. We agree that in order to build the SFR Hybrid Option and properly accommodate construction staging and maintenance of traffic movements during the construction period, some impact on the Charles River is unavoidable. For that reason, we fully support MassDOT's assertion that long-term (multi-year) temporary river impacts are required in order to build the proposed project. However, we do not agree that the "Trestle (acrow or modular bridge in combination with retained fill) structure in the river" is the only option available to properly build this project. In lieu of the currently proposed "Trestle in the River" option, we have proposed that MassDOT going forward give equal consideration to a "River Edge" staging alternative that has a narrower and shorter temporary structure located along the Boston river bank. The proposed alternative construction staging aims to minimize impacts on the river while providing other benefits listed below, and for those reasons, we believe that this alternative approach deserves evaluation in the Draft Environmental Impact Statement. With the objective of trying to maintain two track Worcester Mainline service for as much of the construction period as possible, MassDOT has concluded and states in the Scoping Report that "With the WML tracks also at-grade or on retained fill, insufficient space remains available within the Throat to temporarily shift travel lanes or railroad tracks out of the way to enable construction to proceed and still maintain operation of travel lanes and rail service." Based on our analysis of a possible staging strategy, we disagree with that conclusion and we describe below an alternative staging strategy that we believe should receive further analysis by the project team to evaluate its applicability for this alternative design.	See Response to Frequently Received Comment #8. MassDOT will continue to evaluate staging approaches for the SFR Hybrid and other Throat Area options under consideration over the course of the federal environmental review processes.
22	ABC	15	12/12/2019	Construction Staging alt., river impacts	Text of the Scoping Report continues, "Consequently, a temporary trestle for SFR is proposed in the Charles River along the Boston edge, thereby freeing-up space to shift I-90 travel lanes out of the way of construction." In the "River Edge" staging alternative substitute a much narrower (and shorter) structure to temporarily support two lanes of Soldiers Field Road and the Paul Dudley White Path along the southern edge of the during the construction period. Significant benefits of this proposed "River Edge" alternative staging strategy include: Minimizing impact on the Charles River and bank; Elimination or great reduction in fill needed in the river on a temporary basis; Elimination of a large deep pile supported temporary trestle and substitution of a narrower and simpler temporary roadway structure; Reduced construction time; Reduced construction cost; Greatly reduced amount of temporary roadway construction. On December 11, 2019, we shared this "River Edge" staging concept with MassDOT and would be glad to share it directly with FHWA as may be requested. The proposed "River Edge" alternative construction staging concept aims to minimize impacts on the river while providing a range of cost, schedule, and mitigation benefits. For those reasons, we believe that FHWA should require MassDOT to conduct further detailed study of this alternative staging approach in the Draft Environmental Impact Statement.	See Response to Frequently Received Comment #8. MassDOT will continue to evaluate staging approaches for the SFR Hybrid and other Throat Area options under consideration over the course of the federal environmental review processes.
23	ABe	1	12/11/2019	trains, transit, West Station	"I am concerned that the current plans for the project are short sighted and contain several flaws which impact transportation in the area. As this is a 10 year project (at least that's my understanding) it seems that it is worth getting this right Some of my concerns are as follows: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)" 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction	See Responses to Frequently Received Comments #1, #3, #4, #7, and #9.

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24	ABHC	1	11/26/2019	Pollution	The Transportation Committee of the Allston Brighton Health Collaborative (ABHC) is composed of community organizations and residents who recognize that transportation is a strong indicator and essential component of community health. We advocate to improve equity, access, and safety of all mobility modes in Allston and Brighton. Since 2016, this committee has worked closely with residents and stakeholders to address barriers to safe, reliable and accessible mobility and has become a leading neighborhood-wide voice on multi-modal transportation interests. On behalf of this committee, I submit the following requests regarding the I-90 Multimodal Project plans: 1.The City of Boston and the Commonwealth of Massachusetts have committed to reducing emissions to combat the climate change crisis. There must not be any consideration given to creating or maintaining a diesel railyard in the future and especially in a neighborhood. This kind of planning is antithetical and deeply problematic to the goals established by the very administrations leading this project.	See Response to Frequently Received Comment #1.
25	ABHC	2	11/26/2019	West Station	2.West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) must be prioritized as an early-action item.	See Responses to Frequently Received Comments #4, #6 and #7.
26	ABHC	3	11/26/2019	Bus lane	3.Land use must be prioritized for an electric bus depot in order to expand bus use and access in the system.	MassDOT does not plan to erect an electric bus depot within the I-90 Allston Project limits. The Project includes a bus concourse as part of the proposed West Station, to be designed in continued coordination with MBTA to maximize capacity for bus operations and support passenger access to bus services at West Station.
27	ABHC	4	11/26/2019	Ped/ bike access	4.A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston. The current proposal is a non-starter and will further dissuade pedestrians and cyclists. Safe and accessible crossings already exist in the City of Boston, namely the Francis Appleton footbridge. Use this as a model.	See Response to Frequently Received Comment #4.
28	ABHC	5	11/26/2019	Ped/ bike access, Agganis Way	5.A footbridge at Agganis Way connecting Allston, Commonwealth Ave and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
29	ABHC	6	11/26/2019	People's Pike, ped/ bike access	6.We support a new buffer park for walking and biking called the "People's Pike", created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
30	ABHC	7	11/26/2019	West Station	7.Boston Landing use has far surpassed expectations; we must only assume and model for a Station and Line that will have increased use. Therefore there should be no layup tracks for train storage and no tracks that bypass West Station, which would create unnecessary limits on how often trains can stop at West Station.	See Responses to Frequently Received Comments #1, #4 and #11.
31	ABHC	8	11/26/2019	Bus lane	8.Dedicated bus lanes on new city streets and the Mass Pike must be prioritized, particularly during the realignment.	See Response to Frequently Received Comment #9.
32	ABHC	9	11/26/2019	Trains	9.Worcester Line upgrades for more frequent and reliable service both during and after construction.	See Response to Frequently Received Comment #9.
33	ABHC	10	11/26/2019	Staging	10.Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report. A comparison of construction impacts associated with a reasonable range of alternatives will be provided in the Draft Environmental Impact Statement.
34	ABHC	11	11/26/2019	Transit	11.A plan to significantly increase rail and bus services to offset the disruption of construction. As a committee and community, we find it deeply problematic that this plan does not already exist in concert with Bus Network Redesign and Rail Vision.	See Response to Frequently Received Comment #9.
35	ABo	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river, or who use the river pathways for walking, running and biking. 8-10 years also assumes that this project is completed on schedule, which would seem highly unlikely. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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36	ABr	1	12/9/2019	River impacts, staging	Dear Allston I-90 Project Team, I am writing to note some concerns regarding MassDOT's current project plan for the Allston interchange. I live in Cambridge and regularly commute on Storrow Drive and the Mass Pike. I applaud the investment in safe and efficient highways, while still feeling a great deal of concern for the safety beauty and health of the Charles River. I understand the potential advantage of temporarily moving Storrow "into/onto/above" the river to create space for constructing the new roadways, but I do not want to see environmental damage to the Charles. I would like to see MassDOT consider carefully every possible means of preventing chemical run-off that will damage water quality. I am concerned about how runners, cyclists and pedestrians will be routed through this area. I would be very much against closing off pedestrian access along the river path for any extended period of time. I hope that the project will make the area along the edge of the river wider, safer and more beautiful for recreational use. This will benefit all those who live in the area. Over my many years in Boston and Cambridge I have spent countless hours walking, running and cycling along the Charles and consider it a precious resource. We have made so much progress in improving its water quality. Please do everything you can to protect and increase that progress. Thank you for considering my concerns.	See Response to Frequently Received Comment #8.
37	AC	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
38	ACA	1	12/12/2019	neighborhood impacts	December 12, 2019 I am writing on behalf of the members of the Allston Civic Association (ACA) whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to do much more to minimize and mitigate these impacts. We ask that MassDOT be required to study the following:	See Responses to Frequently Received Comments #4 and #9.
39	ACA	2	12/12/2019	People's Pike	1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4.
40	ACA	3	12/12/2019	Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Responses to Frequently Received Comments #4.
41	ACA	4	12/12/2019	Franklin Street Bridge	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Responses to Frequently Received Comments #4.
42	ACA	5	12/12/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station) 5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used by trains going the opposite direction, as this would create single-track operational constraints on the Worcester Line.	See Responses to Frequently Received Comments #4 and #7.
43	ACA	6	12/12/2019	Cambridge St Overpass	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
44	ACA	7	12/12/2019	Noise/mitigation	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
45	ACA	8	12/12/2019	traffic counts	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
46	ACA	9	12/12/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
47	ACA	10	12/12/2019	rail/transit mitigation	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood 11. Dedicated bus lanes on new city streets and the Mass Pike 12. Update the 2013 Commuter Rail layover study to in light of the recent MBTA Board vote to implement more frequent all-day service on the commuter rail system and the inability to use layover space in Allston until after the I-90 project is complete 13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed for construction of the I-90 Allston project. This is needed to allow passenger rail between West Station and Kendall Square.	See Responses to Frequently Received Comments #1, #4, #6 and #9.
48	ACA	11	12/12/2019	noise/air quality mitigation	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I-90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall. 15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
49	AD	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
50	Ada	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
51	ADC	1	12/12/2019	river impacts, river user impacts	THIS IS A TERRIBLE IDEA! Where to begin? Safety concerns for rowers? Environmental disregard? The Big Dig part 2? I will not vote for politicians who support this. I have over 4000 members of a locally based Facebook group and will allow opponent's to educate and campaign against this huge mistake.	See Response to Frequently Received Comment #8.
52	AdLew	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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53	ADM	1	12/11/2019	Staging, GJL, West Station	Dear Mr. McEwen and Mr. O'Dowd: I have reviewed the Allston I-90 NEPA Scoping Report dated November 6, 2019 and would like to offer some comments and suggestions that I believe will improve key aspects of the proposed project alterna-tives and minimize or eliminate the adverse impacts that these generate on the environmental resources of the study area and on the Grand Junction Rail (GJR) service operations through the site. As currently described in the report, all alternatives under consideration have substantial 4F and visual impacts that cannot easily be mitigated. In addition, the alternatives require that the GJR service through the project area be discontinued during the ten-year construction period. First, I believe that halting GJR service for a ten-year period is an unacceptable development impact in itself and additional study alternatives must eliminate that impact. Second and equally critical, the current study must address the recent :MBTA decision to implement sig-nificant improvements to the commuter rail system and augment the level of service and connectivity of the Metro West transit system to Kendall Square Station and beyond. The segment of the GJR between North Station and West Station is essential to this service; it cannot be disconnected and must be, instead, carefully upgraded to satisfy all the dimensional/geometric and programmatic/technical requirements nec-essary to perform present and future connectivity functions. Third, the preferred alternative would replace the current parkway with a viaduct with very aggressive slopes and curves, which would form an even more formidable barrier than today, walling off Brookline, South Allston and BU from the Charles River. Finally, in order to manage this complicated construction, the current plan proposes a massive intrusion in the river for the 10-year construction period, and proposes to constrain Worcester Branch passenger ser-vice to a single track for up to 5 years of the construction period. To unlock the situation, I propose that the GJR alignment through the study area be designed to descend below grade from West Station and continue to Cambridge in a tunnel in the proximity of and parallel to the existing rail bridge. The existing GJ rail can then remain in operation until the new alignment be-comes active. The existing deficient turnpike viaduct can be replaced with an at grade roadway.	See Responses to Frequently Received Comments #4, #6, #8, #10 and #11. The DEIS will evaluate three Throat Area Options. While it is anticipated that the SFR Hybrid and Modified At Grade Options would require closure of the GJR for eight to ten years, the Modified HV Option would not require closure of the GJR for an extended period of time. As indicated in Responses to Frequent Comments #4 and #6, the updated four track, three platform West Station station layout has been designed so that the GJR and West Station layouts would not act as a constraint for future aspirational service. Additional details are provided in those responses.
54	ADM	2	12/11/2019	GJL, open space, park space	This proposed solution offers the following advantages:1.The Grand Junction connection across the Charles River is never interrupted until it is replaced by the two-track tunnel, which will provide for the West Station to Kendall passenger shuttle service. 2.Eventual elimination in the long term of the existing old/obsolete railroad bridge that currently cross-es the Charles River under the BU bridge. This eliminates substantial barriers and geometric con-straints thus improving the continuity and safety of pedestrian/bike paths along both sides of the river; opens up a dramatic view of the Boston skyline for both pedestrians and drivers; eliminates the low clearance constraint at Soldiers Field Road which has long been a traffic flow hazard; and improves navigability along the Charles River. 3.The addition of an approximately 25-foot wide strip of land at the river's edge. The increased park-land area will enhance the planned 8 million sf employment center/I 0,000-person residential commu-nity envisioned for the site. 4.Increased development opportunities on the parcel of land at the comer of the BU Bridge and Com-monwealth Avenue. Here it is possible to plan a landmark project that would improve the environ-mental qualities of the area and make the pedestrian experience on the street pleasant and safe. 5.Soldiers Field Road can become again a pleasant parkway, with a green buffer strip where the GJR tracks are today. The green buffer would separate the at grade turnpike to the south, and the river to the north. 6.The end result can be high quality open space in the Charles River Basin, a green connection between development at West Station and at BU.	Replacement of the Grand Junction Rail bridge over the Charles River is outside the scope of this Project, however, this Project does not preclude the future replacement of this bridge with a ped/bike connection over the Charles River.
55	AE	1	12/5/2019	West Station	Dear Allston I-90 Project Team, I am writing to submit my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I live in Somerville but travel regularly by bike and bus to Allston and Coolidge Corner. I would like to express the following concerns and requests regarding the current plans: 1.The construction of West Station should be accelerated, and the design should include four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. Additionally, service should be frequent enough to be a viable transit option (more than just hourly).	See Responses to Frequently Received Comments #1, #4 and #7.
56	AE	2	12/5/2019	Ped/ bike access	2.In the current plan there is a new Franklin Street Footbridge being designed with four switchback hairpin turns, which are inappropriate and unsafe for walking and biking. Instead, a less serpentine, safer option should be designed to connect North and South Allston. This is a critical bike and pedestrian link that I regularly use.	See Response to Frequently Received Comment #4.
57	AE	3	12/5/2019	West Station	3.Instead of building a new diesel-exhausting train storage rail yard next to a residential neighborhood, I think a park and multi-use path should be considered in this location.	See Responses to Frequently Received Comment #1 and #4.
58	AE	4	12/5/2019	Bus lane	4.Dedicated bus lanes should be included on new city streets and on the Mass Pike.	See Response to Frequently Received Comment #9.
59	AE	5	12/5/2019	Trains	5.There are currently no plans to offer additional commuter rail or bus service during the construction period. In order to reduce disruption, these services should be significantly increased, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
60	AE	6	12/5/2019	Staging	6.The design options should undergo thorough comparison to select the one that causes the least environmental harm, including to the Charles River.	An analysis of the environmental impacts of all reasonable alternatives as defined in the Scoping Report and Scoping Summary Report will be provided in the Draft Environmental Impact Statement. A Preferred Alternative will be identified in the Draft Environmental Impact Statement based, in part, on potential environmental impacts including impacts to the Charles River.

#	ID	Number	Date	Topic	Comment	Response
61	AF	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
62	AFa	1	12/11/2019	rail/transit, West Station	I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am concerned that several elements of the project as currently designed fail to take the necessary steps to address our current climate and transportation crises. Amid these dual crises, a project of this scale should do everything possible to prioritize carbon-free and low-carbon forms of transportation: biking, walking, and public transportation. This is a once-in-multiple-generations chance to improve the urban design of a major section of Great Boston, with impacts across the region. We cannot afford to get it wrong. Specifically, - Transit must be prioritized from the start. West Station should be built as soon as possible, not years down the road, and the design should include four tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) with no layup tracks for train storage and no tracks that bypass West Station, creating unnecessary limits on how often trains can stop at West Station. Without adequate capacity, West Station's tracks and station will not be able to accommodate the level of rail service that is needed to serve the Framingham-Worcester corridor or the Boston/Cambridge/Brookline neighborhoods near the station, especially with the dense development that should occur near the new station.	See Responses to Frequently Received Comments #1, #4, #6 and #7.
63	AFa	2	12/11/2019	West Station	- In the current proposal, trains at West Station are projected to run once an hour, nowhere near frequent enough to improve on-time performance and reliability. Trains should run every 15-20 minutes, in line with the regional rail proposal recently adopted by the MBTA's control board.	See Response to Frequently Received Comment #4.
64	AFa	3	12/11/2019	staging	- Soldiers Field Road being temporarily built in the Charles River during the 10 year construction period will cause river narrowing, harm water quality, and seriously impact the shoreline of the river. This should be reconsidered.	See Response to Frequently Received Comment #8.
65	AFa	4	12/11/2019	Ped/ bike access	- In the current plan there is a new Franklin Street Footbridge being designed with four switchback hairpin turns, which are unsafe for walking and biking. Instead, a safer option should be designed to connect North and South Allston with gradual turns and slopes that allow for easy biking and walking to coexist.	See Response to Frequently Received Comment #4.
66	AFa	5	12/11/2019	Agganis Way	- In addition, a footbridge at Agganis Way should be added to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
67	AFa	6	12/11/2019	parkland	- Instead of building a new train storage rail yard directly next to the Wadsworth Street neighborhood, which will decrease quality of life for those who live there, a park and multi-use path should be built as a buffer between the neighborhood and the tracks.	See Responses to Frequently Received Comments #1 and #4.
68	AFa	7	12/11/2019	Bus lane	- Dedicated bus lanes should be included on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
69	AFa	8	12/11/2019	Transit	- There are currently no plans to offer additional commuter rail or bus service during the construction period. In order to reduce disruption, these services should be significantly increased, particularly bus rapid transit using the Turnpike as well as the Worcester line of the commuter rail. This includes keeping two tracks of the Worcester line in service throughout the construction period.	See Response to Frequently Received Comment #9.
70	AFa	9	12/11/2019	River impacts, pollution	- Due to the environmental concerns for the Charles River and the disruption to multimodal traffic that this project will have, the design options should undergo thorough comparison to select the one that causes the least harm.	An analysis of the environmental impacts of all reasonable alternatives as defined in the Scoping Report and Scoping Summary Report will be provided in the Draft Environmental Impact Statement. A Preferred Alternative will be identified in the Draft Environmental Impact Statement based, in part, on potential environmental impacts including impacts to the Charles River.
71	AFe	1	12/6/2019	staging, river impacts	Hi, I am writing to express my deep concern over the idea of constructing a temporary bridge over the Charles River to accommodate Soldiers Field Rd traffic during the planned I-90 construction. It is disappointing to see prioritization of traffic rerouting over the preservation of the natural riverway and protection of the water from the unavoidable runoff of the tire particles, anti-icing substances, various fluids etc. into the river. From the analyses I have seen so far, it is also highly unlikely this proposal will pass environmental review, and as such will introduce delays and increase in costs for the project. I am biking every day from Cambridge to the Fenway area to work, and I consider the Charles River to be of incredible value for the community. Due to concerted efforts of multiple stakeholders, the river became one of the cleanest urban rivers in the nation, it is breathtaking to see the wildlife, members of the community, and sports teams using this river, alongside the walkers, runners and bicyclists passing by every day. Construction of the temporary bridge will be highly disruptive to those activities, and will endanger decades of work to clean up the river and preserve it for the generations to come. I strongly encourage the planners to NOT even consider the proposal of building the temporary bridge over the Charles.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
72	AFi	1	12/10/2019	Ped/ bike access	Please note the following comments regarding the I-90 design proposal - The Franklin Street pedestrian bridge also serves as a major bicycle crossing. The four hairpin switchback turns are structurally deficient as they are contrary to basic bicycle usability. They should be eliminated.	See Response to Frequently Received Comment #4.
73	AFi	2	12/10/2019	Parkland	- A linear park connecting the Franklin St. Footbridge, West Station, and the new Agganis Way Footbridge — must be included in the project if this project is to be a complete streets project endnote just a highway redesign for cars.	See Response to Frequently Received Comment #4.
74	AFi	3	12/10/2019	West Station	- Accelerate the construction of West Station, so it can become a transportation hub as soon as possible.	See Response to Frequently Received Comment #7.
75	AFi	4	12/10/2019	Ped/ bike access	- Build new bicycle and pedestrian connections from Commonwealth Ave. and the BU Bridge as part of the I-90 project.	A new ped/bike connection from Commonwealth Avenue to the PDW Path from the Agganis Way area via a bridge over the rail, I-90 and SFR is feasible for each of the Throat area options. However, this connection is outside the scope of this Project but is not precluded from being constructed in the future. Additionally, a ped/bike connection from the BU Bridge/Commonwealth Avenue area is feasible for the SFR Hybrid option but not for the Modified HV and At-Grade options. However, this connection is also outside the scope of this Project.
76	AFi	5	12/10/2019	Transit	- Add additional rail and bus service to mitigate traffic disruptions. This might even result in commuters continuing to take rail or buses even after the project is completed.	See Response to Frequently Received Comment #9.
77	AFi	6	12/10/2019	parkland	- Build a new park and multi-use path instead of train storage in the Wadsworth St. neighborhood to serve as a buffer between homes and trains.	See Responses to Frequently Received Comments #1 and #4.
78	AFi	7	12/10/2019	parkland	- The MassDOT's plan for the narrowest section between BU and the Charles River (“the throat”) doesn't create enough space for walking and biking paths with a row of trees. A solution must be found for the "throat" section that has less severe impacts on the Charles River and creates a better park when construction is done.	See Responses to Frequently Received Comments #2 and #8. Design of the Throat Area will continue to develop during the environmental review process.
79	AFr	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
80	AGor	1	12/11/2019	Parkland	First, a little bit about myself. I live in West Newton, and for the last 18 years use my bike as my primary mode of transportation. I have commuted to multiple in jobs in Boston and in Cambridge, I shop and run errands, I visit medical offices, including a few in Brighton/Allston,—all by bike. I use the bike for recreation as well, riding with my wife and kids along the beautiful Charles River bike path, which now goes uninterrupted from my home's vicinity to the Museum of Science. Given all that, I have a lot of experience in biking along the Charles (including the infamous "throat") and the streets that will be affected by the project (for example, Cambridge St.). I would like to advocate strongly for making non-car transportation the focus of the project. We all know that Boston street and highways are choking with traffic, and we should strongly encourage the alternatives: walking, biking, and public transportation. Fortunately, the Allston Interchange Project is in a great position to affect positive change for all three. In particular, I'd like to urge you strongly to include the following in the project: - A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Response to Frequently Received Comment #2.
81	AGor	2	12/11/2019	Parkland	- MassDOT's plan for the narrowest section between BU and the Charles River (“the throat”) doesn't create enough space for walking and biking paths with a row of trees. Keep working on the "throat" section to find a solution that has less severe impacts on the Charles River and creates a better park when construction is done.	See Responses to Frequently Received Comments #2 and #8. Design of the Throat Area will continue to develop during the environmental review process.

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82	AGor	3	12/11/2019	Ped/ bike access	- Build new bike/ped connections from Commonwealth Ave. and the BU Bridge as part of the I-90 project.	A new ped/bike connection from Commonwealth Avenue to the PDW Path from the Agganis Way area via a bridge over the rail, I-90 and SFR is feasible for each of the Throat area options. However, this connection is outside the scope of this Project but is not precluded from being constructed in the future. Additionally, a ped/bike connection from the BU Bridge/Commonwealth Avenue area is feasible for the SFR Hybrid option but not for the Modified HV and At-Grade options. However, this connection is also outside the scope of this Project.
83	AGor	4	12/11/2019	Staging	- An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade. The Charles is Boston area's treasure, which we must preserve and improve. I would rather support closing this part of Soldiers Field Road entirely for the period of the construction (assuming Mass Pike remains open) rather than moving it into the river.	See Response to Frequently Received Comment #8.
84	AGor	5	12/11/2019	West Station	- An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. I have taken commuter rail between West Newton and South Station, and know that there is a lot of demand for the service. Especially as motor vehicle traffic will be disrupted by construction, we must do our best to encourage people to take the train into the city. Even today, a train once an hour is not sufficient!	See Responses to Frequently Received Comments #1, #4 and #7.
85	AGor	6	12/11/2019	Transit	- Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
86	AGor	7	12/11/2019	Bus lane	- Dedicated bus lanes on new city streets and the Mass Pike. If buses won't be subject to traffic congestion, they will become a great alternative to driving.	See Response to Frequently Received Comment #9.
87	AGord	1	12/5/2019	Staging, Pedestrian/Bike Paths, Parkland, West Station, Buses, Transit	I am writing in support of changes to the plan for the Mass Pike Allston interchange. I agree with the points being raised by the People's Pike, and agree 100% that the plan should include: 1.Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2.A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3.A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4.A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5.No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6.Dedicated bus lanes on new city streets and the Mass Pike 7.Worcester Line upgrades for more frequent and reliable service both during and after construction 8.Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9.A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #7, and #9.
88	AGr	1	12/6/2019	West Station	Hello, I am writing with some concerns about the I-90 Allston project. This is a big project (to state the obvious), so it is important to get it right as it will have ramifications for years to come. I share the concerns of the Livable Streets Alliance, listed below: 1. The construction of West Station should be accelerated, and the design should include four tracks. Additionally, in the current proposal, trains at West Station are projected to run once an hour, nowhere near frequent enough to improve on-time performance and reliability.	See Responses to Frequently Received Comments #4, #7 and # 11.
89	AGr	2	12/6/2019	Staging	2. Soldiers Field Road being temporarily built IN the Charles River during the 10 year construction period will cause river narrowing, harm water quality, and seriously impact the shoreline of the river.	See Response to Frequently Received Comment #8.
90	AGr	3	12/6/2019	Ped/ bike access	3. In the current plan there is a new Franklin Street Footbridge being designed with four switchback hairpin turns, which are unsafe for walking and biking. Instead, a safer option should be designed to connect North and South Allston.	See Response to Frequently Received Comment #4.
91	AGr	4	12/6/2019	Ped/ bike access, Agganis Way	4. In addition, a footbridge at Agganis Way should be added to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
92	AGr	5	12/6/2019	Parkland	5. Instead of building a new train storage rail yard directly next to the Wadsworth Street neighborhood, which will decrease quality of life for those who live there, a park and multi-use path should be built as a buffer between the neighborhood and the tracks.	See Responses to Frequently Received Comments #1 and #4.
93	AGr	6	12/6/2019	Bus lane	6. Dedicated bus lanes should be included on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
94	AGr	7	12/6/2019	Transit	7. There are currently no plans to offer additional commuter rail or bus service during the construction period. In order to reduce disruption, these services should be significantly increased, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
95	AGr	8	12/6/2019	River impacts	8. Due to the environmental concerns for the Charles River and the disruption to multimodal traffic that this project will have, the design options should undergo thorough comparison to select the one that causes the least harm. Thank you for your time.	An analysis of the environmental impacts of a reasonable range of alternatives as defined in the Scoping Summary Report (see Section 5.4) will be provided in the Draft Environmental Impact Statement. A Preferred Alternative will be identified in the Draft Environmental Impact Statement based, in part, on potential environmental impacts including impacts to the Charles River.
96	AGra	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
97	AGri	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
98	AGroh	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
99	AH	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
100	AH/PE	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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101	AJ	1	12/10/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I think the turnpike should be moved underground through the rail yard which would leave more room above ground for Storrow Drive. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
102	AJu	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river.. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your role in protecting our best interests! I look forward to learning of your careful work around this issue.	See Response to Frequently Received Comment #8.
103	AK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
104	AKa	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
105	ALaM	1	12/12/2019	environmental impacts, West Station, GJL, bike/ped access	I am a longtime Cambridge resident, and have been following the I-90 Allston Multimodal Project closely for more than three years. Along the way, I have attended public meetings, and read the materials prepared by the MA DOT, the Charles River Conservancy, and the Charles River Watershed Association. I have submitted comments at critical milestones. Now, I am writing in support of the letter (dated December 9, 2019) of Henrietta Davis, Cambridge community representative. I urge you to: 1. consider the environmental impacts of the proposed 10-year temporary bridge; 2. evaluate a construction-period bridge alternative that would use fill for the temporary roadway and then give way to an improved riverbank when that roadway is removed; 3. develop West Station as a regional hub with a connection to Cambridge via the Grand Junction bridge; and 4. develop parks and pathways that will encourage pedestrians and cyclists, particularly to provide connections between BU and the river. This project may have begun as a highway viaduct repair, but it offers an opportunity to enhance the larger metropolitan area based on multimodal transportation.	See Responses to Frequently Received Comments #2, #6, and #8.

#	ID	Number	Date	Topic	Comment	Response
106	ALM	1	12/12/2019	construction staging, alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd, The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place - the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives - the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river In proceeding to draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river - a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
107	ALo	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river.. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project	See Response to Frequently Received Comment #8.
108	ALus	1	11/7/2019	Climate Change	I want to challenge all of you when you go forward with this plan. Many of us in this room are old enough that we were around NEPA was created and also when the EIS was created, so we know those very difficult beginnings of those regulations and also the intent of the regulations. We all recently heard that climate change has now been upgraded to an emergency, and I urge all of you to take that siren call and be extremely progressive. Look beyond NEPA, look beyond the EIS, pretend that you're beginning authors of those early documents and understand that you have a new challenge because climate change is an emergency. I saw air quality was in one of the boxes in the criteria, but now we have completely different issues about air quality than we did before. It's a critical issue. Can we lessen the number of lanes because all of us in this room are also trying to increase the numbers of electric vehicles that we have a huge issues of where do we have the electrical vehicles recharged, because we have so many cars parked on the side of the road. Many of us would like to have bus rapid transit, but we have so many cars parked on the side of the road. We would like to have cycle paths, but we have so many cars parked on the side of the ground. So again, I challenge all of you. Imagine that you're writing beyond MEPA, beyond the EIS, and authors in Boston have new guidelines that respond to the emergency of climate change. Thank you.	See Response to Frequently Received Comment #11. Climate change and resiliency impacts of a reasonable range of alternatives will be analyzed in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
109	AM/FCPS	1	12/11/2019	West Station, staging, Franklin Street Bridge, railyard, Agganis Way, People's Pike, bus lanes, transit mitigation, construction alt analysis	The Federal environmental review of this project is about to start, and unfortunately MassDOT's current plans include: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail 2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty 3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking 4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration 5. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic If you agree this is not OK, email I-90Allston@dot.state.ma.us by 5pm Thursday with your recommendations before December 12 to make a difference in this billion-dollar project. Need inspiration? Here are a few ideas: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction. This is possible only if MassDOT and FHWA hear loud and clear that the project's trajectory must change. Our voices made a big difference last year when MassDOT rejected its plan to rebuild the I-90 viaduct and we need to speak up again! Please email I-90Allston@dot.state.ma.us before December 12.	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, and #9.
110	AMa	1	12/7/2019	Parkland	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange Project. As a native Bostonian who grew up in the West End of Boston, the parkland along the Charles River was vital to my quality of life. I ask that you take the once in a lifetime opportunity the Interchange Project provides to restore the Charles River shoreline and improve parkland and paths along the river's edge for current and future residents.	See Responses to Frequently Received Comments #2 and #9.
111	AMa	2	12/7/2019	Ped/ bike access	Having lived in the West End during urban renewal, I know the hurt that can come with destruction of a neighborhood; please use this Project as you can to re-connect Allston as it was torn apart by the construction of the Mass Pike. This neighborhood deserves special mitigation and restoration now including a safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. Also, a footbridge at Agganis Way to connect Allston, Commonwealth Ave, Boston University, and Brookline to the Charles River paths is a smart solution to undesired separations of neighborhoods and of residents from the urban amenity that the Charles provides.	See Responses to Frequently Received Comment #4 and #9.
112	AMa	3	12/7/2019	Pollution	To the best of your ability this Project should not pose environmental risk to the River. Please employ an alternative approach to design and construction that does not require relocating Soldiers Field Road into the Charles River for a decade.	See Response to Frequently Received Comment #8.
113	AMa	4	12/7/2019	Staging	Finally, as Boston is choking with traffic congestion, it is important to have an accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. West Station should be capable of having 15 minute train service on both the Worcester Line and Grand Junction. Dedicated bus lanes on new city streets and the Mass Pike will help solve traffic problems and provide for a better commute for all.	See Responses to Frequently Received Comments #1, #4, #7, and #9.

#	ID	Number	Date	Topic	Comment	Response
114	AMac	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
115	AMac	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd - I strongly object to Mass. DOT's plan to construct a four lane road and bike path that would extend into the Charles River as part of the Allston Multimodal Project. While designers refer to this disruption as temporary, eight to ten years doesn't seem temporary to me, and likely won't to the tens of thousands who utilize this stretch of the river annually. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Finally, I cite this important piece written by Newton City Councilor Emily Norton, Charles River Conservancy Executive Director Laura Jasinski and Community Rowing, Inc. representative Kane Larin in the local journal Commonwealth: https://commonwealthmagazine.org/opinion/charles-r-advocates-not-on-board-with-soldiers-field-bypass/ The authors succinctly state the larger points for the lack of support for this particular aspect of the I-90 interchange project -a part of the plan only recently announced - and I hope their words will be considered as you review these public comments. Thank you for your consideration.	See Response to Frequently Received Comment #8.
116	AMacM	1	12/12/2019	construction staging, alt analysis, river impacts, noise and light pollution	Dear Messrs. McEwen and O'Dowd, I am writing concerning the I-90 multimodal project Notice of Intent (NOI) of a proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period. Unfortunately, as presented, the proposed trestle bridge would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach. The rowing and boating communities are very interested and concerned about the I-90 plan to put a bridge over the river which extends out 150 feet into the channel. Charles River Alliance of Boaters (CRAB) and the Charles River Conservancy have requested the designers to reconfigure the bridge to hug the shoreline in a close curve to minimize encroachment on the river. Additional concerns are: - Any narrowing of the river dramatically affects river traffic safety - Safety impact of construction barges, lighting - 10 years is not "temporary" - Environmental impact of bridge supports causing river sediment to accumulate - Lights from automobile traffic affecting river user visibility before dawn and after dark - Noise and light pollution	See Response to Frequently Received Comment #8.
117	AMacM	2	12/12/2019	trestle, alt analysis impacts	The NOI fails to: - provide a plan of the proposed trestle element, - set out its purpose and why it is needed; - present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to - identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach. I would like to add my voice to request that the Draft Environmental Impact Statement scope require that MassDOT: - address each of these elements, - develop options that would limit and mitigate temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, and - provide a thorough evaluation of the impacts of each alternative on both.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
118	AMacM	3	12/12/2019	Alternatives analysis	MassDOT should be required to conduct three process. First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The alternatives should include but not be limited to extending the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the distance the viaduct would be from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required.	See Response to Frequently Received Comment #8.
119	AMacM	4	12/12/2019	River users impacts	Second, MassDOT should work with the Charles River Alliance of Boaters as well as the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them.	See Response to Frequently Received Comment #8.
120	AMacM	5	12/12/2019	Alternatives analysis	Third, having established a clear understanding of the river's use, MassDOT should evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on the public's enjoyment of Magazine Beach. The scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	The Draft Environmental Impact Statement will provide a detailed description of impacts to the Charles River, including impacts to river users, for a reasonable range of alternatives (see Section 5.4 of the Scoping Summary Report).
121	AMc	1	12/12/2019	rail, Franklin St Bridge, People's Pike, layover, West Station, bus lanes, mitigation	I am strongly in support of the following recommendations. I really think it's worth the extra effort and expense to make these project changes happen. Thank you for your consideration. 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, and #9. Construction impacts of reasonable alternatives (see Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
122	AMcC	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
123	AMcC	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
124	AMo	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
125	AnLew	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. The 8 - 10 year disruption of the River is a very long time for those of us who took up rowing late in life and being in our 70s now are not likely to ever be able to use that stretch of the river again. The concern also is how, during construction of the "temporary" road in the River, water traffic (i.e., recreational boats) will be affected. Will it be safe for daily passage of sculls? Thank you for your thoughtful reconsideration of your current plan to build a temporary road in the Charles River.	See Response to Frequently Received Comment #8.
126	AO	1	12/12/2019	West Station, People's Pike	Mr. McEwen and Mr. O'Dowd, I appreciate this opportunity to comment on the I-90 Allston Multimodal Project National Environmental Policy Act (NEPA) Scoping Report. In addition to this letter, I am a task force member representing LivableStreets Alliance, and a signatory, as part of that coalition (sometimes referred to as the "People's Pike" coalition), to a wide-ranging letter. In that letter, I would like to highlight the importance of a functional West Station designed for the highest potential ridership and service, as opposed to the current design which is designed for less service than any other station on the Worcester Line today, as well as the "People's Pike" which will provide connectivity between the surrounding neighborhoods and the larger bicycle and pedestrian networks	See Response to Frequently Received Comment #4 and #6. As indicated in Response to Frequent Comments #4 and #6, the updated four track, three platform West Station station layout has been designed so that the GJR and West Station layouts would not act as a constraint for future aspirational service. Additional details are in those responses.
127	AO	2	12/12/2019	traffic counts	This letter will focus on the availability of traffic data and the need to fully analyze these data to determine the optimal width of the Turnpike, and the potential to narrow the westbound roadway through part of the project area. The only current alternative for the Allston project includes four travel lanes, both inbound and outbound, matching the existing highway. While this capacity may seem necessary, data from the state's recent installation of all-electronic tolling (AET) gantries paint a different picture. The AET data allow us to view traffic data quite granularly, and determine the optimal number of lanes required for each portion of the roadway.	See Response to Frequently Received Comment #11. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1).
128	AO	3	12/12/2019	traffic counts	AET gantry background The data from this letter we obtained by obtaining 720 days of AET observations from MassDOT's MS2 website . These data range from October, 2017 to October 2019 and because some days are missing data they span slightly more than two years. For the purposes of this letter, only data from weekdays were considered. The numbers presented include the 50th percentile (median) and 90th percentile, which limit the impact of outliers on the data (and in particular, of lower volumes on holidays, or during inclement weather). Higher percentiles were calculated, but are generally very close to the 90th percentile, and are not discussed for clarity . In addition, the highest observed hourly volume is discussed (in most cases, the highest observed volumes persisted for several hours, suggesting the roadway is at or near capacity), and data is rounded to the nearest 100 in this report for simplicity.	Noted. See Response to Frequently Received Comment #11. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1).

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129	AO	4	12/12/2019	traffic counts	MassDOT installed the AET system in 2015 and 2016, fully replacing the existing tolling infrastructure with an electronic system which uses transponders and license plate image capture technology to charge tolls. In addition, it generates vehicle data, showing vehicle speeds and volumes as traffic passes, in 15-minute increments. The speed data is imperfect: speeds are generated in five mile per hour bins, although slow-moving traffic below 15 mph is aggregated in one single bin, meaning that the data loses some fidelity at very low speeds. The data can be used to show the relationship of speed and data for the highway (and, theoretically, to explore the impact of events and weather, although that is beyond the scope of this comment). There are 16 AET locations on the statewide roadway network, each collecting data in both directions. This will focus on four such gantries: AET 13 just west of Commonwealth Avenue in the project area AET 12 at Everett Street approximately a mile west of the project area AET 11 in Newtonville AET 10 in Weston Notably, AET 13 and AET 12 span four lanes of traffic, AET 11 and AET 10 span just three.	Noted. See Response to Frequently Received Comment #11. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1).
130	AO	5	12/12/2019	traffic counts	AET Gantry Data Going eastbound, the median traffic flow at AET 13 just west of the Commonwealth Avenue bridge (and within the “throat” area of the project) is 6600 vehicles per hour, with the 90th percentile at 7000 vehicles per hour. This represents approximately 1650 to 1733 vehicles per lane per hour. Reducing this portion of the roadway would lead to volumes as high as 2350 vehicles per hour, higher than highway design manual capacity and far higher than any site observed on the Turnpike. Going westbound, however, is significantly lower. In the same four lanes at AET 13, the peak traffic observations range from a median of 5400 to a 90th percentile of 6000. Reducing this portion of the roadway to three lanes would yield volumes of 1800 to 2000 vehicles per hour, well within capacity ranges and comparable to other nearby stretches of highway. For instance, peak westbound traffic in Newtonville (AET 11), where the Turnpike has only three lanes, ranges from 5300 to 6200, or 1767 to 2067 vehicles per hour. The eastbound Turnpike in Newtonville has a smaller range, with the median ranging from 5400 to 5800. Further west, volumes in Weston (AET 10) range from 5300 to 6000 (westbound) and 4800 to 5800 (eastbound), where the Turnpike also has only three lanes.	See Response to Frequently Received Comment #11.
131	AO	6	12/12/2019	traffic counts	Currently, there is only one highway option included in the alternatives, which hardly creates an alternatives analysis. Given these data, an all at-grade alternative for the “throat” area with three outbound lanes and exit ramps beginning where the throat becomes wider should be included in the alternatives analysis.	See Response to Frequently Received Comment #3. Three Throat Area Options under the 3L Re-Alignment Alternative will be carried forward into the Draft Environmental Impact Statement for further analysis: the SFR Hybrid, the Modified Highway Viaduct, and the Modified At-Grade.
132	AO	7	12/12/2019	traffic counts	A further examination of the data show that constraints in the traffic generation upstream of the project are likely to preclude any additional growth of traffic. In fact, as traffic has become worse in recent years, volumes may have fallen. A CTPS study from 20103 examined traffic volumes on the Turnpike, and on each ramp feeding on and off of the main line highway, with additional spot Mass Highway counts available for some ramps. The CTPS study showed that median volumes peaked at 5800 vehicles per hour on the Turnpike in 2010, a number higher than the 5400 median observed today (although this could be changes due to different traffic counting methods).	See Response to Frequently Received Comment #11.
133	AO	8	12/12/2019	traffic counts	The reasons for this discrepancy between east and west are the limited potential traffic generation east of the throat area as compared with traffic generation further west. For eastbound traffic, vehicles can come from the Turnpike west of 128, from 128 north or south, or from exits 16 or 17, leading to relatively unconstrained demand for the roadway. From the east, however, demand for the roadway is much more constrained. The 2010 study shows that, at peak demand, traffic generation breaks down as follows: 750: Ted Williams Tunnel (East Boston, Logan Airport) 800: South Boston / Seaport 1100: I-93 north (from Southeast Expressway) 1350: I-93 south (from Central Artery and surface) 600: Arlington St 200: Clarendon St (now closed, vehicles will probably use adjacent entrances) 550: Prudential/Copley 500: Newbury St / Mass Ave	See Response to Frequently Received Comment #11.
134	AO	9	12/12/2019	traffic counts	It is unlikely that any of these will experience significant growth. The Ted Williams Tunnel is at capacity, with most of the vehicles from the airport headed for other destinations. The Seaport has significant traffic issues which meter traffic able to reach ramps to the Turnpike. I-93 is congested in both directions, so traffic will not likely increase. Back Bay is part of the city’s parking freeze, so the potential supply of traffic is unlikely to rise. Even as overall demand may grow, the potential for cars to reach the Turnpike at peak times is limited enough that only three lanes are necessary in the project area.	See Response to Frequently Received Comment #11.

#	ID	Number	Date	Topic	Comment	Response
135	AO	10	12/12/2019	traffic counts	Benefits of a three-lane westbound Turnpike Given that traffic data suggests that a three-lane cross section would be feasible, there would be several potential advantages of creating a three-lane westbound Turnpike, including:- Widening substandard highway lanes. Exiting the Prudential Tunnel, the Turnpike lane width is just 10 feet 6 inches, which is less than the rest of the Turnpike between the Prudential Tunnel and project area, which has 11 foot lanes. - Lengthening substandard merge areas. The merge from Newbury Street/Mass Ave entrance could be significantly improved from its current substandard merge distance. This ramp carries approximately the same volume as the Prudential Tunnel lane, yet instead of a full lane add, it has just a 200-foot merge distance, abutted by a concrete wall. A three-lane Turnpike would allow both this entrance and the Copley entrance to operate with longer, and safer, merges. - Lengthening shoulders. A three-lane roadway would allow for significant sections of new shoulder between Copley and Allston. - Managing queues. With plenty of room for storage in Allston, backups onto the main line Turnpike could be managed, especially if traffic lights in the project area were optimized for throughput off any Turnpike exit ramps during times of congestion, although all data suggest that current westbound congestion area occurs because of congestion on the main line further west, not from exiting volumes. - Project cost containment. A three-lane section would allow a reimagining of the cross-section of the highway in the "throat" area, making it easier to imagine an all at-grade solution (or a solution with two lanes of Soldiers Field Road at-grade) which would still have ample room for project elements. This would allow a compromise which could reduce impermeable land and impact on the Charles River while increasing parkland, with lower maintenance costs for the narrower roadway.	See Response to Frequently Received Comment #11. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1).
136	AO	11	12/12/2019	traffic counts	Recommendations While modeled traffic counts may suggest an increase in traffic, actual conditions show that there is currently no more demand in the project area than can be handled with three lanes of traffic, and given upstream constraints, it is unlikely demand will ever exist. These data would suggest that a narrower cross-section of highway could be built without any negative impact on the regional roadway network. With these data, and potentially additional data available from the MassDOT, we can make sure we design the future highway with the appropriate width to balance roadway operations and the needs of other users and the community. Thank you again for your time and consideration.	See Response to Frequently Received Comment #11.
137	AO	12	12/12/2019	traffic counts	Appendix 1 AET speed and volume analysis Note here that of the eight segments of roadways show, six peak at approximately 6000 vehicles per hour, whether they have three lanes of four. Only the eastbound roadway exceeds 6000 vehicles per hour.	See Response to Frequently Received Comment #11.
138	AO	13	12/12/2019	traffic counts	Appendix 2: Speed-Volume scatter plot data. Note the discontinuity of the volume curve for westbound rush hour data. For less-constrained eastbound traffic, there is a full curve showing traffic volumes peaking at speeds of approximately 40 miles per hour, as has been extensively studied.4 However, for westbound data, the volume cuts off at approximately 1500 vehicles per 15 minutes (6000 vehicles per hour), dropping in both speed and volume to a rate of 1250 per 15 minutes (5000 per hour) at speeds below 20 miles per hour. This suggests that any congestion in this segment does not occur because of volumes, in which case we should see data following the full curve (shown in dashes) like eastbound traffic, but that any congestion is instead caused by downstream congestion in Newton Corner and further west.	See Response to Frequently Received Comment #11.
139	AOc	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
140	APac	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympic athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives described in Section 5.4 of the Scoping Summary Report will be described in the Draft Environmental Impact Statement.
141	APac	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise. (I am on the water in a rowing shell 3-4 days/week roughly 7 months per year, using this very stretch of the Charles River under discussion.)	See Response to Frequently Received Comment #8.
142	APar	1	11/14/2019	rail/transit, West Station	As a regular commuter on the Worcester line, I am vehemently opposed to plans for a single track. This is a high passenger route and such a proposal will add significant delays to commuting times. As this major project impacting the Turnpike is underway, the commuter rail should anticipate INCREASED demand for the Worcester line rail as commuters seek alternative routes. Additionally, as West Station is built and connections made to Kendall, to minimize delays, the inbound route should connect to the Kendall spur without needing to cross and delay outbound traffic.	See Responses to Frequently Received Comments #9 and #10.

#	ID	Number	Date	Topic	Comment	Response
143	AR	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
144	ARo	1	12/12/2019	Parkland, river impacts	I support the plan to change the Mass Pike structure so the road is at grade and safer, and to move Soldiers' Field Road away from the Charles River, creating more parkland. However, I strongly oppose the more recently announced plan to add a "temporary" (10 yr.) four lane roadway and bicycle path in or on the Charles, either with fill or a bridge in the river. This is high risk and does not appear to be well thought through. Please find another option. The environmental risks, especially disturbing contaminated sediment are too great. Both ideas to build the "temporary" road, disturbing the bottom or adding fill, are bad practices for obvious reasons. Further, taking use of the river surface, shows a lack of understanding of how it is currently used. We have made great progress towards a cleaner river, please do not halt or reverse those gains. Ann Robbart	See Response to Frequently Received Comment #8.
145	Art	1	11/21/2019	staging	Instead of putting a road in the Charles River, close that portion of Storrow and reroute traffic on to Memorial Drive or the Turnpike. Saves a lot of money and is more environmentally sound.	See Response to Frequently Received Comment #8.
146	ASF	1	12/13/19	Staging alternatives, river impacts, river users impacts	Dear Messrs. McEwen and O'Dowd The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place - the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives - the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river - a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
147	ASR	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles River as part of the Allston Multimodal Project. Although MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental effects on the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these effect would last long beyond construction of the project, and some might cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river and to fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
148	ASt	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am a high school rower from Brookline, and I am writing to express my objections to any version of the I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.
149	ASt	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River have led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be canceled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes the relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
150	ATau	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am a long-time resident of Cambridge, employed in Boston, and a rower of 20 years. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your consideration	See Response to Frequently Received Comment #8.
151	ATay	1	12/12/2019	transit analysis, West Station, GJL	I am a resident of Cambridge and wanted to voice my support for any and all transit enhancements as part of the I-90 Allston project. Specifically, as part of the NEPA scoping document, MassDOT and FHWA should include modeling an alternative with enhanced transit, including service on Grand Junction, improved transit on the Worcester/Framingham line, and improved local transit in the West Station area. Thank you for your consideration!	See Responses to Frequently Received Comments #4, #6, and #11.

#	ID	Number	Date	Topic	Comment	Response
152	ATh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
153	AWal	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond the construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
154	AWam	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Sincerely, a concerned Massachusetts resident	See Response to Frequently Received Comment #8.
155	AWar	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am a two time Olympian in the sport of rowing, a five time Head of the Charles (HOCR) winner, and a Massachusetts native. I understand that MassDOT is planning to construct a four lane road covering part of the Charles River. Rowing is part of Boston and Cambridge's history and an iconic allure for our cities. I don't think you understand how critical it is to the success of the sport in this area and the HOCR that you find alternative solutions to the traffic and road problems you are trying to solve. Every year, the number of sculls along the river increase in number, and retaining the breadth of the river is critical to both safety and river traffic flow. Please reconsider!	See Response to Frequently Received Comment #8.
156	AWild	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
157	AWill	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
158	AWr	1	12/12/2019	rail, Franklin St Bridge, People's Pike, layover, West Station, bus lanes, mitigation	I am a long time Boston resident. I do not own a car; I only walk, bicycle and take public transportation including on a regular basis through the Allston/Brighton/Charles River area. I am writing about the planned rebuilding of the Allston train yard and MassPike area. I endorse the following points: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, #8 and #9.
159	AWu	1	12/12/2019	trestle, alt analysis impacts	Dear Messrs. McEwen and O'Dowd, I am writing concerning the I-90 multimodal project Notice of Intent (NOI) of a proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period. Unfortunately, as presented, the proposed trestle bridge would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach. The rowing and boating communities are very interested and concerned about the I-90 plan to put a bridge over the river which extends out 150 feet into the channel. Charles River Alliance of Boaters (CRAB) and the Charles River Conservancy have requested the designers to reconfigure the bridge to hug the shoreline in a close curve to minimize encroachment on the river. Additional concerns are: - Any narrowing of the river dramatically affects river traffic safety - Safety impact of construction barges, lighting - 10 years is not "temporary" - Environmental impact of bridge supports causing river sediment to accumulate - Lights from automobile traffic affecting river user visibility before dawn and after dark - Noise and light pollution	See Response to Frequently Received Comment #8.
160	AWu	2	12/12/2019	Alternatives analysis	The NOI fails to: - provide a plan of the proposed trestle element, - set out its purpose and why it is needed; - present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to - identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach. I would like to add my voice to request that the Draft Environmental Impact Statement scope require that MassDOT: - address each of these elements, - develop options that would limit and mitigate temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, and - provide a thorough evaluation of the impacts of each alternative on both.	See Responses to Frequently Received Comments #8 and #9.

#	ID	Number	Date	Topic	Comment	Response
161	AWu	3	12/12/2019	River users impacts, Alternatives analysis	MassDOT should be required to conduct three process. First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The alternatives should include but not be limited to extending the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the distance the viaduct would be from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required. Second, MassDOT should work with the Charles River Alliance of Boaters as well as the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them. Third, having established a clear understanding of the river's use, MassDOT should evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on the public's enjoyment of Magazine Beach. The scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	See Response to Frequently Received Comment #8.
162	AWW	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river will be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased storm water runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and to fully evaluate the environmental consequences of this project. Thank you so much for your serious consideration of these very important issues.	See Response to Frequently Received Comment #8.
163	AZ	1	12/12/2019	Staging, river impacts, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I strongly urge you to fully vet alternative approaches to staging and construction that won't harm our iconic river, and fully evaluate the environmental consequences of this project. I would especially urge that if the project moves forward with any disturbance to the river bed, there be a full river bottom restoration in the area around the project at the conclusion of construction.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
164	BB	1	11/25/2019	West Station	Hello MassDOT, My name is Benjamin Bayes, I am a West Newton resident, and I frequently bike, take the commuter rail, and drive to Boston, all along the I90 corridor. I just received an email from the People's Pike that deeply disturbs me. Most importantly, West Station MUST NOT be built to support just 1 train/hour. The MBTA Board just voted to take action to electrify the entire commuter rail system, transforming the system to regular subway-style service. This is the only feasible plan to address the Commonwealth's worst in the nation traffic. Your plan would cripple this dream for the entire system before it even begins. This is a generational, colossal, unbelievable mistake. I strongly support the People's Pike 9 proposals as follows: 1.Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #11.
165	BB	2	11/25/2019	Ped/ bike access	2.A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
166	BB	3	11/25/2019	ped/ bike access, Agganis Way	3.A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
167	BB	4	11/25/2019	People's Pike, ped/ bike access	4.A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
168	BB	5	11/25/2019	Trains	5.No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
169	BB	6	11/25/2019	Bus lane	6.Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
170	BB	7	11/25/2019	Trains	7.Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
171	BB	8	11/25/2019	staging	8.Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report.
172	BB	9	11/25/2019	Transit	9.A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
173	BCl	1	12/12/2019	Parkland, ped/ bike access	As an almost daily user of the Esplanade / park along the Charles River, I was disappointed to hear that the “at-grade” option for the Mass Pike / Soldiers Field Road project wasn’t selected. Please consider making the entire project at-grade, and creating a bike/pedestrian path that goes over the river. It works in a few small sections now and would allow for wider pathways. It would make the whole thing seem more pleasant when in the park – and would eliminate the need for a new viaduct for SFR. Thank you	See Response to Frequently Received Comment #3.
174	BCon	1	12/11/2019		I support the basic parameters of the preferred alternative identified in the Report, reflecting as they do decisions made by Secretary Stephanie Pollack in response to options developed by the Independent Review Team (IRT) in 2018. I support her decision to put both directions of Soldiers’ Field Road (SFR) on a viaduct over the eastbound Turnpike lanes in order to put the rebuilt Turnpike 6-feet below ground level and provide space for an improved Paul Dudley White Path and related parkland – all described in the Scoping Report.	Noted. See Section 5.4 of the Scoping Summary Report. A Preferred Alternative will be identified in the Draft Environmental Impact Statement prepared for the Project.
175	BCon	2	12/11/2019		From the start of my participation on the Task Force, the overarching theme for my past written comments, submitted in response to the DEIR and the report of the IRT, is support for improvements to the complex of highways, parkways, railroads, pathways, parks, and river to serve drivers, cyclists, walkers, and other users in a high quality multimodal system that will significantly improve transportation service, enhance the beauty and importance of this part of the Charles River Basin, and improve the overall environmental quality for those who live near the project, including the many residents of Cambridge.	See Section 2 - Purpose and Need of the Scoping Summary Report. Improvements to the transportation system and multimodal access within the Project is outlined in the Project's purpose and need. See Response to Frequently Received Comment #2.

#	ID	Number	Date	Topic	Comment	Response
176	BCon	3	12/11/2019	Noise Impacts	To achieve this vision, four concerns missing from the Scoping Report need to be added 1. Noise and Other Impacts of the Proposed "Temporary" Bridge. It is essential that there are an evaluation of harmful impacts of huge noise, pounding, traffic, and pollution and other damage to the river that will be expected from the construction, operation, and eventual demolition of a proposed "temporary" bridge in the river for the project's expected 10-year construction period. Currently the proposed scope exempts the construction period from evaluation. This is a dramatically new dimension to the project not previously part of the state's DEIR or the IRT. Cambridge would be the principal target of these negative impacts. I have consistently urged that the I-90 project reduce current acute detrimental noise levels; this proposed temporary bridge will make them dramatically worse. In addition, the run-off from the bridge and other harmful disturbances to the water and river bed need to be addressed. The devastating impacts of this proposed bridge – expected to be situated less than 400 feet from Magazine Beach and the Cambridge shore – on residents, drivers, boaters, other users, and the river itself need to be analyzed as an integral part of the project's NEPA review with as much breadth and rigor as the ultimate capital project itself, with the same objectives of avoidance, minimization, and mitigation. This detailed study of how to reduce these construction impacts needs to be added to the Scoping Report. Omitting this essential evaluation strains credulity.	See Response to Frequently Received Comment #8. Construction impacts of a reasonable range of alternatives as defined in the Scoping Summary Report Section 5.4 will be analyzed in the Draft Environmental Impact Statement.
177	BCon	4	12/11/2019	River impacts, staging	Restoration and Permanent Improvement of the River and River-edge. Given the engineers' conclusion that the relocation of the Turnpike and SFR cannot be built without putting SFR temporarily in the river in the "throat" area, this roadway should be placed on fill extending from the bank of the river rather than on a "trestle" bridge out in the river, which would be closer to recreational uses on the Cambridge side of the river. The temporary roadway should be designed so that when SFR is removed from the fill, some or all of the fill should remain on a permanent basis to improve the current eroded, unsafe, and unsightly man-made river edge and provide an enhanced pathway and parkland system. Extending the edge at the "throat" would add much needed space to the riparian environment at what is now a bleak, inhospitable, and inaccessible part of the river's edge. Designing the fill to remain will also provide an opportunity to develop sound storm-water drainage and retention that would keep harmful salt and other highway contaminants from being dumped into the river, as would occur with the temporary bridge in the river. From an environmental point of view, extending the edge would ultimately be better for the river. And because this is one of the widest bends in the river, the impact to boating would be minimal, if not negligible. These permanent improvements are an essential result of the "all possible planning to minimize harm" that Section 4f of federal law requires, and should be a part of the preferred alternative.	See Responses to Frequently Received Comments #2, #8, and #9.
178	BCon	5	12/11/2019	West Station	3. Development of West Station as a Truly Regional Hub with Service along the Grand Junction (GJ) to Cambridge, including a rebuilt bridge across the Charles River. West Station will be important as more than one more stop on the commuter rail lines; it is essential that it be designed specifically to include, not simply to leave room for, transit shuttle service (of a technology to be determined) across the Charles River along the GJ's two tracks to Kendall Square and North Station. Since the preferred alternative includes the reconstruction of the GJ bridge across SFR, it should also include the reconstruction of the GJ bridge across the Charles River. That rebuilt bridge must accommodate not only the existing two rail track right-of-way but also a pathway for pedestrians and cyclists traveling between West Station, the Charles River, and Cambridge and Somerville. Service from West Station to Kendall and North Station is now included in the Rail Vision alternative recently voted as policy by the Fiscal Management Control Board; the GJ bridge over the Charles is required to make that service possible.	See Response to Frequently Received Comment #6.
179	BCon	6	12/11/2019	Ped/ bike access	Specific Inclusion of Improvements to the Regional System of Pathways for Pedestrians and Cyclists. The I-90 project provides an opportunity to dramatically improve the system of pathways for walkers, joggers, and bikers to reunite neighborhoods that were divided long ago by construction of the Turnpike and the railroads in this area and provide a pathway system that will be widely used by residents of Cambridge, Allston, Brighton, Brookline, and other communities. Alternatives widely supported by the Task Force are missing as essential components of the I-90 project in the Scoping Report. These include a ped/bike bridge between the BU/Commonwealth Avenue area at Agganis Way and the Charles River pathways; a park and pathway along the south side of the relocated Turnpike near Allston South; a connection between the BU Bridge and the river-edge paths; and the path mentioned above along the GJ to Cambridge and Somerville. These are all essential elements to make the "I-90 Allston Multimodal Project" truly multimodal.	See Response to Frequently Received Comment #4.
180	Bcot	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
181	BCurr	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
182	BDF	1	12/12/2019	West Station, transit mitigation, Franklin\ St ped/bike access, Throat-park space	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. The construction of West Station should be accelerated, with four tracks and two platforms to support frequent service between the Worcester/Framingham Line and both Kendall Square via the Grand Junction Line and South Station. This needs to be done as soon as possible to offset the traffic from the construction, and to support a true regional rail network going forward. There need to be immediate mitigations for traffic in the form of increased transit -- more trains on the Framingham/Worcester line, more buses that can bypass construction. The Franklin St pedestrian/cycle bridge should be redesigned without switchbacks, to allow for better visibility. There should be a pedestrian/cycle bridge at Agganis Way as well, connecting the neighborhood to the river, and a linear park/path connecting those two points along the Pike/rail right of way. The plan for the "Throat" is still too narrow, without space for trees that would make it a pleasant place to walk and bike. This is a major pedestrian and biking corridor, and people should not have to be right up against cars zooming past at high volume.	See Responses to Frequently Received Comments #3, #4, #6, #7, and #9.
183	BGo	1	12/11/2019	Staging alternatives, river user impacts	Dear Messrs. McEwen and O'Dowd The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
184	BGo	2	12/11/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
185	BGo	3	12/11/2019	Staging alternatives, river users impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
186	BGo	4	12/11/2019	Staging alternatives, river impacts	In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
187	BGo	5	12/11/2019	Staging alternatives, river users impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.
188	BGr	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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189	BGu	1	12/12/2019	transit, highway lanes	I am a Framingham resident who commutes daily on the Framingham Worcester line of the MBTA commuter rail to work every day. I have grave concerns about the impact of the I-90 Allston Multimodal project on those like myself whose livelihoods depend on being transported along the rail corridor in a timely fashion, that design features of the project do not take advantage of existing infrastructure, and that the completed project The plans to mitigate the impacts of construction on the commuter rail line and motor vehicle traffic are wholly inadequate for the volume these transportation modes now bear, never mind the increase in ridership that will inevitably occur when hundreds of new apartment units are occupied in Framingham. Businesses in Framingham and surrounding cities and towns rely on being able to quickly move to and from the airport and rail transportation. This will be severely impacted by the construction project, thus adversely affecting the economies of municipalities outside the immediate area of the project. At the same time that rail service will be disrupted, MassDOT is planning to reduce the number of travel lanes on the Pike in the area of the project from 8 lanes to 6. This will increase the need for other forms of transportation, such as increased bus and rail service. However, this is lacking in the plan. A recent editorial in the Boston Globe (https://www.bostonglobe.com/opinion/2019/05/30/the-mass-pike-for-some-massive-disruption-are-ready) outlined a sensible plan to mitigate the pain of commuters on the road and rail. I support these ideas and others to help prevent the daily trip to and from work from becoming a miserable endeavor for the better part of a decade.	See Response to Frequently Received Comment #9.
190	BGu	2	12/12/2019	West Station	Lastly, I am concerned about the plan for two tracks that bypass West Station. These tracks would force inbound trains onto the outbound tracks, creating single-track bottlenecks on both sides of West Station. The rail capacity in this area should be increased when the project is completed, not decreased. The I-90 Allston project should be working toward accommodating greatly increased ridership and frequency of commuter rail and other train traffic through this area, but appears to be going in the other direction. I consider any plan that does not do more to move more commuters out of their cars into public transportation to be unacceptable.	See Responses to Frequently Received Comments #4 and #11.
191	BHerr	1	12/12/2019	staging, river impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who daily kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
192	BI	1	12/10/2019	West station, ped/ bike access, pollution, noise impacts	Mr. McEwen and Mr. O'Dowd, I am writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts.	See Responses to Frequently Received Comments #4 and #9.
193	BI	2	12/10/2019	People's Pike	We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Response to Frequently Received Comment #4.
194	BI	3	12/10/2019	Agganis Way, ped/ bike access	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
195	BI	4	12/10/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
196	BI	5	12/10/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.

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197	BI	6	12/10/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
198	BI	7	12/10/2019	Bypass road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
199	BI	8	12/10/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
200	BI	9	12/10/2019	Highway lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
201	BI	10	12/10/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.
202	BI	11	12/10/2019	Transit	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
203	BI	12	12/10/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
204	BI	13	12/10/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1, #4 and #11.
205	BI	14	12/10/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
206	BI	15	12/10/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
207	BI	16	12/10/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
208	BKe	1	12/12/2019	West Station, bike/ped access, river impacts, mitigation, construction staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I agree with WalkBoston's top five concerns with the current plan: 1. The construction of West Station is not being accelerated, and the design of the tracks and station cannot accommodate the level of rail service that is needed to serve the Framingham-Worcester corridor or the Boston/Cambridge/Brookline neighborhoods near the station. The MBTA Board of Directors recently endorsed a plan to significantly increase the frequency of commuter rail service – MassDOT's plan for West Station must align with that vision. 2. The walking and biking connections provided in MassDOT's proposal do not include the connections that we need between the Charles River path and Allston Village or Commonwealth Avenue including: a safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design; a footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths; and a new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks. 3. The project's purpose must include a plan to improve the quality and extent of the Charles River parkland, the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge. 4. MassDOT must provide a detailed plan to effectively mitigate travel disruptions during the 10-year construction period. No additional rail or bus service has yet been described or offered and no commitment has been made to keeping two tracks in service on the Framingham-Worcester Line during construction. 5. The construction plan described by MassDOT will have significant impacts on the Charles River for 10+ years. Project planning must include further review of design and construction alternatives to ensure that these impacts are mitigated and reduced to the greatest extent possible.	See Responses to Frequently Received Comments #2, #4, #7, #8, and #9.

#	ID	Number	Date	Topic	Comment	Response
209	BKe	2	12/12/2019	At-grade option, West Station, throat,	I'd also like to re-state some of the comments I sent in during the previous comment period for the state's EEA filing #15278, dated February 9, 2018: Please prioritize: A. An at-grade plan. MassDOT has removed the viaduct for the Casey in Jamaica Plain and there is a vision to do the same for the McGrath in Somerville. An at-grade solution here will also make air rights development possible. Additionally, building at grade will avoid the high continuing maintenance costs of a viaduct (currently ~$800,000/yr.). B. Crosstown access through West Station and connections for transit, walking, and biking. Build West Station early on in the phasing to set the travel habits of those that will live & work in this newly expanded neighborhood. There is an opportunity to create less circuitous trips between Cambridge & the Longwood Medical Area by redirecting routes that currently use the BU Bridge through the project area via West Station, and create better access to the river for people running, walking, and biking. C. Expanded pathways in the "throat" area of the Charles River paths, currently pinned next to the highway. The WalkBoston / Charles River Conservancy / Sasaki proposal to "Unchoke The Throat" highlights the opportunity to rethink & fix the worst section of the Charles River Basin for people running, walking, and biking. Wider and separate paths, with separation from the roadway - like DCR has created along Memorial Drive on the Cambridge side of the Charles River - should be provided as part of the mitigation for this massive construction project. Finally, I'm concerned that the proposed street grid for this area is creating massive intersections that will lock in car-focused behavior for years to come: the streets are arterials with way too many lanes, which will only force more people to have to rely on vehicles instead of transit, walking, and biking. How will we meet our climate goals if we're not leading with cleaner transportation on the biggest projects? Thank you for the opportunity to comment.	See Responses to Frequently Received Comments #3 and #4.
210	BKee	1	11/25/2019	West Station	Hello, I am concerned that MassDOT's plans for the upcoming project to reconfigure I-90 will have disastrous impacts on pollution and mobility in the region. This project is an opportunity to take steps to undo some of the harm that the Mass Pike has caused in communities in and around Boston. West Station should be built now, before the new neighborhoods in Allston develop. It is much easier to develop around transit than to build transit around existing developments. Early construction of West Station, with 4 tracks (2 for Worcester Line and 2 for Grand Junction) are imperative to serve existing and future transit riders.	See Responses to Frequently Received Comments #4 and #7.
211	BKee	2	11/25/2019	Ped/ bike access, Agganis Way	Better bike and walking accommodations must be built, including safe and attractive crossings at Franklin St. and a footbridge at Agganis Way connecting Allston, Comm Ave and BU to the Charles River. The proposed bridge with multiple switchbacks is unsafe and will not promote walking and biking access.	See Response to Frequently Received Comment #4.
212	BKee	3	11/25/2019	West Station, People's Pike	There should be no train storage at West Station or tracks that bypass the station. Train tracks should be moved away from Wadsworth street homes to allow construction of a "People's Pike" walking and biking path.	See Responses to Frequently Received Comments #1 and #4.
213	BKee	4	11/25/2019	Staging	Lastly, Soldiers Field Rd. should not be routed over the Charles River for 10 years. This will have lasting negative impacts for the river. The natural features of the river should be enhanced and preserved, not destroyed by a highway and a sheet pile retaining wall.	See Response to Frequently Received Comment #8.
214	BKee	5	11/25/2019		Thank you for your attention to this matter. I hope that MassDOT takes the necessary steps to mitigate the impacts of this project and build the transit, biking and walking infrastructure necessary to have long-term positive impacts on the entire region.	See Response to Frequently Received Comment #9.
215	BKra	1	12/11/2019	Staging, river impacts	Dear Allston I-90 Project Team, I am writing to you to express my concerns regarding the current plan for the Mass Pike Allston Interchange project. I am concerned the bridge spanning over the Charles River will damage the integrity of our precious waterway. This will permanently damage the riverbank and add additional pollutants to the water. Also, I fear this “temporary” bridge will end up being a permanent and damaging solution when this project inevitably runs into delays and lack of funding.	See Response to Frequently Received Comment #8.

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216	BLah	1	12/10/2019	West station, ped/ bike access, pollution, noise impacts	Mr. McEwen and Mr. O'Dowd, I am writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts.	See Responses to Frequently Received Comments #4, #6 and #9.
217	BLah	2	12/10/2019	People's Pike	We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Response to Frequently Received Comment #4.
218	BLah	3	12/10/2019	Agganis Way, ped/ bike access	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
219	BLah	4	12/10/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
220	BLah	5	12/10/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
221	BLah	6	12/10/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
222	BLah	7	12/10/2019	Bypass road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
223	BLah	8	12/10/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
224	BLah	9	12/10/2019	Highway lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
225	BLah	10	12/10/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.
226	BLah	11	12/10/2019	Transit	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
227	BLah	12	12/10/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
228	BLah	13	12/10/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
229	BLah	14	12/10/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
230	BLah	15	12/10/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
231	BLah	16	12/10/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
232	BLou/BC High	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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233	BLuc	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
234	BM	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
235	BM_CBC	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will NOT feel temporary to those of us who kayak, canoe, row, sail, paddle board, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to vet alternative approaches to staging and construction that don't harm our iconic river, and evaluate fully the environmental consequences of this project.	See Response to Frequently Received Comment #8.
236	BMar	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. This is NOT OK. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you, from someone who lives along the river	See Response to Frequently Received Comment #8.
237	BMor	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
238	BN	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am deeply concerned about the proposed relocation of Soldiers' Field Road during the reconstruction of the Mass Turnpike reconstruction as a part of the Allston Multimodal Project. I urge you to avoid river impacts, conduct a thorough alternatives analysis, and minimize impacts if it was ultimately determined that some impacts could not be avoided. A ten year "temporary" road in the river is not acceptable to those of us who have fought for decades to clean up the Charles and protect its parkland. A complete evaluation of alternatives needs to be presented to the public along with a comparison of potential environmental impacts of each alternative. I also urged the project team to do all of this in an open, collaborative setting with the project task force and state permitting agencies like the Departments of Environmental Protection and Conservation and Recreation. Thank you for your consideration of my concerns about the quality of the Charles River. Let's work together toward a solution that meets both environmental and transportation needs	See Response to Frequently Received Comment #8.

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239	Bos.Univ	1	12/12/2019	project coordination, West Station, bike/ped access, impacts	The University values its relationships with its government partners and has joined forces with the City of Boston and state transportation agencies on infrastructure improvements such as the rebuilding of Kenmore Square, the construction of the Kenmore T Station entrance within the Hotel Commonwealth, and the rebuilding of Commonwealth Avenue Phases I and II to reduce vehicle travel speeds and increase bike and pedestrian safety. Most recently BU has coordinated closely with agencies on the reconstruction of the Boston University Bridge and the Commonwealth Avenue Bridge over the Massachusetts Turnpike. In these projects, BU has contributed community support, design and construction dollars, and real estate, while experiencing construction phase disruptions and logistical issues, in the interest of a better outcome for all. In reviewing the NEPA Scoping Report our comments continue to be informed by the need to replace functionally obsolete transportation infrastructure, as well as the potential significant benefits of the project for regional access and mobility, neighborhood connectivity, and economic development. BU strongly supports the multimodal project features, including the proposed West Station and the north/south transit-way and improved pedestrian/bike connections. At the same time, there continues to be the potential for both construction and operational impacts to adversely affect the University. With approximately 4,000 linear feet of the BU campus abutting the southern edge of the project area that is home to thousands of students and a wide variety of campus activities, the potential for adverse impact is also significant. While BU believes the potential impacts are likely manageable with further study and/or mitigation through the NEPA process, it is critical that the NEPA scope address them.	See Response to Frequently Received Comment #9. The Draft Environmental Impact Statement will review impacts to BU and potential mitigation for such impacts, including differences between Throat Area Options.
240	Bos.Univ	2	12/12/2019	rail, West Station	Our comments below are keyed to the relevant section of the NEPA Scoping Report. Project Purpose -Section 2.0: The description of Rail Improvements in Section 2.3.C. is narrow and should include mention of the multimodal elements of West Station such as the bus station and transit connections to Commonwealth Avenue to the south.	Multimodal elements of West Station, such as north-south bus connections to the station, are currently envisioned as part of the Project. Under NEPA, the Purpose and Need defines the deficiencies (need) that the project sponsor is trying to address and describes what the agency should consider to address these deficiencies (purpose). The multimodal deficiency is being addressed by the development of West Station alternatives that include considerations such as bicycle, pedestrian, and bus accommodations in various layouts.
241	Bos.Univ	3	12/12/2019	Alternatives analysis	Alternatives -Section 3.0 The NEPA Scoping Report evaluated various preliminary alternatives based on the DEIR, IRT Report and Harvard University's Flip concept. The NEPA Scoping Report dismisses five of the alternatives listed below from further evaluation: Major Rehabilitation and Replacement Alternative 3L Re-alignment Alternative: Highway Viaduct Throat Area Option, 3L Re-alignment Alternative: At-Grade Throat Area Option, 3L Re-alignment Alternative: MEPA DEIR West Station and Rail Layout Option 3L Re-alignment Alternative: Flip West Station and Rail Layout Option. The NEPA Scoping Report recommends the following alternatives for further study in the Draft Environmental Impact Statement (Draft Environmental Impact Statement): No Build Alternative, 3L Re-alignment Alternative with the Soldiers Field Road Hybrid (SFR Hybrid) Throat Area and Modified Flip West Station and Rail Layout (Build Alternative) The Build Alternative recommended by the NEPA Scoping Report is a modified version of the IRT Hybrid Variant in the Throat Area, and the combination of the DEIR alternatives and Harvard University's Flip concept in the West Station area.	The Project sponsors have determined three Throat Area options will be carried forward for additional analysis under the 3L Re-Alignment Alternative: the SFR Hybrid, the Modified Highway Viaduct, and the Modified At-Grade. An Updated Modified Flip West Station and Rail Layout will also be carried forward for additional analysis in the Draft Environmental Impact Statement. See Sections 5.4 and 5.3 of the Scoping Summary Report for a complete description of the alternatives being carried forward for additional analysis into the Draft Environmental Impact Statement and alternatives dismissed from further evaluation, respectively.
242	Bos.Univ	4	12/12/2019	Agganis Way, ped/ bike access	Soldiers Field Road Hybrid (SFR Hybrid) Throat Area: Pedestrian/Bicycle Connection at Agganis Way - The Throat Area does not appear to include a direct north-south pedestrian/bicycle connection to the Paul Dudley White pedestrian/bike path from BU and Brookline. The IRT report had evaluated a potential north-south pedestrian/bicycle connection from the western end of the Throat from Harry Agganis Way to PDW which should be included in the NEPA Scoping Report. Overall Pedestrian/ Bicycle Connections - For this project to be truly multi-modal we believe it should include additional pedestrian and bike connections connecting the campus and surrounding community back to the River.	See Responses to Frequently Received Comments #2 and #4 as well as Section 2 - Purpose and Need of the Scoping Summary Report.
243	Bos.Univ	5	12/12/2019	rail layover, People's Pike	Modified Flip West Station and Rail Layout: Rail Layover Tracks - The Modified Flip positions a four-track layover yard (for eight train sets) to the south of West Station, with the lead track into the yard developed from the West Station commuter rail track, leaving the express tracks and Grand Junction tracks largely undisturbed by yard moves. It is important that the layout of the railyard take into account the built conditions in an urban environment and provide for optimal redevelopment opportunity. Buffer Area between BU Property Line and Rail Layover Yard - The Modified Flip maintains the WML track alignment and the layover tracks entirely within the MBTA Easement area. Because the Modified Flip maintains railroad service on the existing tracks (south of the layover yard), it does not provide the buffer park that was featured in the original Flip configuration.	See Response to Frequently Received Comment #4.
244	Bos.Univ	6	12/12/2019	Malvern St. transit way	Malvern Street Transit-way - The Modified Flip would provide the transit-way and pedestrian/bike connection to Malvern Street, which BU supports. It also anticipates construction of the Cambridge Street bypass to the benefit of future access to air rights development. As shown in the Allston Task Force Meeting Project Team Presentation, dated June 20, 2019, the recommended alternative provides transit-way connection through Malvern Street, with two-way bus lanes, two-way cycle track, pedestrian path and an additional pedestrian bypass or service road. Definition of the Malvern Street connection and its operations between West Station and Commonwealth Avenue need to be developed in close coordination with BU and the broader neighborhood.	See Response to Frequently Received Comment #5. MassDOT and FHWA will continue to coordinate with Boston and the public regarding the Malvern Street Connection and West Station. The preliminary designs for the Malvern Street Transitway have been developed in coordination with the City of Boston, the developer of the adjacent property (76 Ashford Street), the project Task Force (including BU), and members of the public. The Project Team will continue to engage these stakeholders as the designs advance.

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245	Bos.Univ	7	12/12/2019	West Station, air rights	West Station -Like the original Flip concept, the Modified Flip locates West Station to the north side of the rail yard, which is a longer distance from the BU campus with bus access available from the new interchange and points north as well as from a future Cambridge Street Bypass. West Station is shown with three tracks however it would be good to evaluate if three tracks will be sufficient for West Station to support additional service on the Grand Junction in the future. West Station should be designed to maximize its future use as a regional station. Future Cambridge Street Bypass -By incorporating the Flip's Cambridge Street bypass and general layout with West Station north of the layover yard, the NEPA Scoping Report states that the Modified Flip would open up further air rights development east of West Station and access to air rights development throughout the site to satisfy technical feasibility and economic viability criteria.	See Response to Frequently Received Comment #4.
246	Bos.Univ	8	12/12/2019	Land Use-ROW, visual impacts	Environmental Analysis -Section 4.0 The Scoping Report generally describes the regulatory context and proposed methodology for each category of potential impact to be assessed in the Draft Environmental Impact Statement. BU's comments are focused on the categories of greatest concern. Additional details regarding BU's concerns in these impact categories of potential impact were included in our February 9, 2018 comment letter on the DEIR. Land Use (page 44): There is no mention of BU and its Charles River Campus in the scope of relevant land use; however Figure 11 in the Construction Impacts and Cost section indicates a permanent right-of-way impact of approximately 7 feet(+/-) on BU property. The scoping document should articulate what land use documents the Draft Environmental Impact Statement will be referencing for determining 2040 BU campus land use and how Boston University property could be impacted. Visual Impacts (page 45): The visual impact of the recommended alternative would be similar to the IRT Hybrid Variant as both include the SFR option elevated onto the viaduct over 1-90. The difference between the IRT Hybrid Variant and the recommended 3L Re-alignment Alternative is that the IRT Hybrid Variant included the SFR above 1-90 westbound travel lanes and the 3L Re-alignment SFR Hybrid Option includes SFR above 1- 90 eastbound travel lanes. While BU believes this alternative would be a major improvement over the earlier DEIR alternatives or the No-Build, the Draft Environmental Impact Statement scope needs to fully assess the visual impacts of the alternative from multiple points along the BU side of the Throat Area.	Land Use and Visual impacts will be addressed in the Draft Environmental Impact Statement. Please see Section 4 of the Scoping Report for further discussion of the methods to be used to assess each resource category in the Draft Environmental Impact Statement.
247	Bos.Univ	9	12/12/2019	Noise and vibration	Noise and Vibration (page 51): Noise walls are shown proposed along the south side of WML express tracks west of the proposed Malvern Street transit-way and east of Babcock Street only. There is no noise wall proposed along the south side of the WML tracks between Malvern Street and Babcock Street, which may be necessary to mitigate noise impacts. The Modified Flip retains the WML mainline as a two track express mainline immediately adjacent to BU's Property line. In the Throat Area the mainline tracks are relocated southward, which brings them closer to BU facilities, including the student residential village. Concerns and questions regarding the noise and vibration methodology are detailed in the BU comment letter on the DEIR. Recently the MBTA has been talking about electrifying these lines, the scoping report should address whether or not the project needs to be evaluated for electrification and, if so, the benefits and impacts of electrifying the lines. Social Impacts -Joint Development (page 62): Review should consider the impact of the transit-way connector and pedestrian/bike connections on community cohesion in the neighborhoods along both sides of the Malvern Street corridor.	See Response to Frequently Received Comment #9.
248	Bos.Univ	10	12/12/2019	Construction impacts, costs	Construction Impacts and Cost (page 63): The methodology described lacks any detail or mention of potential impacts on BU's campus during various phases of construction, particularly in the Throat Area. The Draft Environmental Impact Statement needs to describe the construction phasing and staging in far greater detail than was contained in the DEIR, including specific identification of Right Of Way needs along the BU property line. Temporary and permanent easements need to be identified and described by location and duration for each phase of construction. Thank you for the opportunity to submit comments and for your consideration.	The Draft Environmental Impact Statement will describe construction staging and phasing for each reasonable alternative described in Section 5.4 of the Scoping Summary Report.
249	BP	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who run, kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your attention and consideration.	See Response to Frequently Received Comment #8.
250	BRav	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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251	BRe	1	12/7/2019	Pollution	Dear Mr. O'Dowd, As an active user of both the city's roads and waterways, I'm writing to express my concern with the MassDOT plan to build a four lane road and bike path in the Charles as part of the Allston Multimodal Project. I worry about environmental impacts to the river (disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife) and the lasting effects they may have. I also worry about the impacts to users of the river - a river which is one of Boston's defining characteristics and a huge draw. I ask that you to take appropriate time to fully investigate alternative approaches to staging and construction that will do less harm our river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
252	BSar	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
253	BSas	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
254	BSh	1	12/14/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
255	BT	1	12/11/2019	Staging, river impacts	I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: - In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river	See Response to Frequently Received Comment #8.
256	BT	2	12/11/2019	Staging, river impacts	- Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded."	See Response to Frequently Received Comment #8.
257	BT	3	12/11/2019	Staging, river impacts	- This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible.	See Response to Frequently Received Comment #8.
258	BT	4	12/11/2019	Staging, river impacts	- Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways.	See Response to Frequently Received Comment #8.

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259	BT	5	12/11/2019	River impacts, staging	- Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.
260	BU	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
261	BWe	1	12/11/2019	Staging, river impacts	I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: - In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river	See Response to Frequently Received Comment #8.
262	BWe	2	12/11/2019	Staging, river impacts	- MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded."	See Response to Frequently Received Comment #8.
263	BWe	3	12/11/2019	Staging, river impacts	- This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible.	See Response to Frequently Received Comment #8.
264	BWe	4	12/11/2019	Staging, river impacts	- Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways.	See Response to Frequently Received Comment #8.
265	BWe	5	12/11/2019	River impacts, staging	- Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.
266	BWhe	1	12/7/2019	Parkland, Agganis Way, Pollution	Dear Mr. McEwen and Mr. O'Dowd, I am a long-term resident of North Allston, and along with my neighbors I will feel the direct impacts of the decade-long I-90 reconstruction project, and of the new network of roads and paths that results. The relocation of a portion of the turnpike and its interchanges, along with new city streets, and the addition of West Station, could be beneficial to our fragile neighborhood, poised between major institutional and public realm construction projects. Transit connections through West Station to Kendall Square, an improved bike/ped crossing of I-90 at Franklin Street, and a linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would all contribute greatly to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail poses a health hazard to us all, while a decade of construction threatens to be extremely disruptive to our community. MassDOT needs to do much more to mitigate these impacts. We ask that MassDOT be required to study the following: 1. A new buffer park with a walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4 and #9.
267	BWhe	2	12/7/2019	Ped/ bike access, Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave with the Charles River paths	See Response to Frequently Received Comment #4.
268	BWhe	3	12/7/2019	Ped/ bike access	3. A new design for a bike and ped I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive, without hairpin turns	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
269	BWhe	4	12/7/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
270	BWhe	5	12/7/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used by trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
271	BWhe	6	12/7/2019	Bypass Road	6. A Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
272	BWhe	7	12/7/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
273	BWhe	8	12/7/2019	Highway Lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
274	BWhe	9	12/7/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project	See Response to Frequently Received Comment #9.
275	BWhe	10	12/7/2019	Transit, Trains, Buses	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
276	BWhe	11	12/7/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
277	BWhe	12	12/7/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service, and revise plans to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1, #4 and #11.
278	BWhe	13	12/7/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project to allow passenger rail between West Station and Kendall Square.	See Response to Frequently Received Comment #6.
279	BWhe	14	12/7/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
280	BWhe	15	12/7/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The length of this list suggests how dangerously inadequate current designs are for this massive project. The many adverse impacts on our community threaten to render incalculable harm, but with thoughtful redesign, present and future neighbors in North Allston and other frontline communities could be beneficiaries of this project.	See Response to Frequently Received Comment #9.
281	BWi	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm frankly horrified at MassDOT's plan to "temporarily" reroute a heavily traveled four-lane road and a popular bike path into the Charles River as part of the Allston Multimodal Project. The transformation of the Allston/Cambridge part of the Charles River — from "toxic soup" to a place where people can sail and paddle without worrying about the health risks of falling into the water for even a couple of minutes — took a very long time, and a lot of cooperative effort, and the river is still fragile. Environmental impacts of the proposed "temporary" 8-10-year rerouting would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
282	CAN	1	12/12/2019	shoreline, West Station, bike/ped access	Jeffrey McEwen & Michael O'Dowd Dear Messrs. McEwen and O'Dowd: We, the board of the Cambridgeport Neighborhood Association, write in support of the letter from Henrietta Davis, the Cambridge I-90 Community Representative, concerning the draft NEPA Scoping Document. Like former Mayor Davis, we advocate for: the restoration and permanent improvement of the river and its edge; the development of West Station as a truly regional hub with service along the Grand Junction to Cambridge; and the improvement of a regional system of pathways for pedestrians and cyclists. On behalf of the Cambridgeport Neighborhood Association just across the river from the proposed "temporary bridge," we object to its construction. We understand the need to accommodate Soldiers Field Road (SFR) during the 10-12 year construction period, but believe that it would be much more environmentally sound to build out the river's edge and put the temporary SFR on it, than to build and then remove a bridge. The new build out could eventually transition to becoming much needed parkland following I-90 construction, thereby yielding long-term benefit. We are also concerned about the noise and environmental impacts of the proposed trestle bridge on our community, Cambridgeport, and especially the City's second largest park, Magazine Beach—which is just across the river from it. Thank you for your attention and commitment to ensuring that the I-90 Allston Interchange Project will enhance current conditions, by not only rebuilding roadways, but also by creating pathways and parks that provide environmental benefits for both humans and nature.	See Responses to Frequently Received Comments #6, #8 and #9. Also see Section 2 of the Scoping Summary Report - Purpose and Need. Multimodal - including rail, pedestrian and bicycles, bus, and passenger vehicles - transportation access within the Project Area is a major element of the Project's Purpose and Need.
283	CBer	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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284	CBoo	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. In addition, many of these impacts would last long beyond the construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
285	CBSB	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm concerned that MassDOT's plans to construct a road and bike path in the Charles as part of the Allston Multimodal Project without doing any due diligence to the safety impact on the community that uses the Charles River. The Charles is the most heavily trafficked recreational body of water in the country (per acre) - power boating, rowing, canoeing, kayaking, sailing, SUP boards, and even a few swimmers. Yet no one looked at the way the river is used in that stretch during peak danger hours - typically 5-7 a.m. Several coaches offered to take representatives out on the water, but they declined - didn't want to get up that early. Accidents tend to happen in narrow stretches, around bridges - this is exactly the situation you are creating. If it is not properly vetted, I'm guessing MassDOT will have lawsuits because accidents will happen. The Powerhouse stretch is a high-use racing area of the river. No one from MassDOT went out to observe this type of peak activity. Most adults row in small blind boats (no coxswain) in the early morning. All the accident-related fatalities/near deaths (not weather or cold water related) in rowing have been in blind boats in low visibility conditions. The three I am most familiar with: a small boat in NY on the Hudson was hit by a power boat during pre-dawn hours resulting in one death - and lawsuits. A single sculler in Boston was hit and killed by a power boat in the Powerhouse stretch at dawn. A single sculler in Boston was impaled by another boat rowing around a bridge abutment, but survived. As a coach and rower, I witness many less serious incidents every year, and had to haul a rower out of the water at least once this year who had been hit by another blind boat in a narrow stretch in broad daylight. Accidents in wide areas, like the basin, are rarer. There were concerns raised about Junior rowing - but Jr rowing happens in daylight, and ALL Junior teams on the Charles are accompanied by a safety launch. Most Junior teams are rowing in coxed boats - someone sitting facing forward, steering. I'm not aware of any fatal accidents in this country of young athlete in coxed boats (there are cold water deaths, but these were weather-related, not accidents). The impact has not been fully vetted, and any representatives that say they have vetted it completely are not well-informed (or downright dishonest, I spoke to at least one person who said it wasn't needed - they were the guys who didn't want to get up that early). Please vet the safety concerns this will create.	See Response to Frequently Received Comment #8.
286	CBur	1	12/11/2019	river users impacts, river impacts	Hello, As a rower and member of one of the Charles River communities, I am against the current proposed plan for the Allston rebuild. I do appreciate greatly the initiative to rebuild Allston's interchange. The plan involves temporarily relocating Soldier's Field Road over the Charles River for likely 10 years or more. That will be an encroachment on the waterfront ecology and will negatively impact greatly with increased noise, exhaust, and potential dangers. It will threaten the shorelines which advocates have been working very hard to restore and protect. The river is a resource for athletes, recreationalists, and naturalists - these will all be affected adversely by this design. In addition, I worry about the proposed plan not being well thought out. In an urban dense area like we have it seems like we should be able to accomplish the goals without explicit encroachment on a protected waterway.	See Response to Frequently Received Comment #8.
287	CCad	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
288	CCam	1	11/7/2019	Highway lanes	Good morning, I know that many design alternatives have been researched and evaluated for this project. One thing that appears to be missing is a direct vehicle connection from Soldiers Field Road eastbound to I-90 eastbound and from I-90 westbound to Soldiers Field westbound. This is an important connection as Soldiers Field Road provides access between a major route from the north and west (Route 2) and the Boston metro area. I-90 provides a more direct connection from the Route 2 corridor to areas west, south, and east of downtown than the Soldiers Field Road to Storrow Drive route does. It is also an important connection between areas west of Boston and Logan airport. The existing connections require passing through traffic signals which introduce significant delay and complexity to the route, particularly during peak hours. The proposed connections appear to require passing through multiple traffic signals as well. I would like to request that a direct connection here be seriously considered as a critical component of this project. Thank you for your time and consideration. Respectfully,	One of the overarching goals of the project is to create a pedestrian and bicycle friendly urban environment within the BPY redevelopment area. The elimination of the existing grade-separated I-90 ramps from Cambridge Street is an example of how MassDOT's design is consistent with the community's urban design aspirations for the area. Therefore, the introduction of new grade-separated ramps between SFR and I-90 would be in contradiction to the project's urban design goals.
289	CCas	1	12/13/19	Buses, Ped/ bike access, trains, transit, West Station	During this very long I-90 reconstruction project, we have the chance to improve public transit and to help people find alternatives to single car trips that work for them. I support the following: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #7, and #9.
290	CCr	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
291	CD	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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292	CDe	1	12/12/2019	West Station, Franklin St Bridge, Agganis, layover, buffer park, bus lanes	In general, I am pleased that this project is happening, as it has the potential to reconnect North Allston, Allston, and the Charles River, and to mitigate the impact of the Mass Pike, Soldiers Field Rd, and railroad tracks on the surrounding neighborhoods. By consolidating the transportation infrastructure significantly, we are able to reclaim land for parkland along the river and for building a new neighborhood south of Cambridge St, with a network of city streets that create new much-needed connections. I would ask that MassDOT take into consideration the following as the project continues, as are supported by many of the individuals and advocates who have been involved in this project: - Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) Transit will be a key element both during construction and after for keeping people moving. Building West Station FIRST will ensure that people have high quality transit options now rather than later. - A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston I'm very pleased that MassDOT is planning a new/replacement pedestrian/bicycle bridge to connect Franklin St on either side of the Mass Pike. However, such a bridge should have few or no switchbacks and should be designed in a way to reduce ped/bike conflicts, with a wide deck and gentle curves. The recently built Francis Appleton Bridge over Storrow Drive by Charles Circle is a wonderful example of how to do it right. - A new ped/bike bridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths. As important as a new Franklin St ped/bike bridge is a new ped/bike bridge at Agganis Way, connecting BU and Allston directly to the Charles River Paths. There currently is NO connection here, requiring people wishing to access the river to travel very far out of their way to do so, on busy city streets. - A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. The current plan has the Mass Pike and railroad tracks very close to neighboring buildings on Wadsworth St. It is really important that the homes on Wadsworth St be protected from noise and vibration from these transportation facilities as much as possible. Moving the tracks away from Wadsworth St and creating a new linear buffer park, with ped/bike pathways, will help to achieve this and will create useful new connections. - No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station. There is no need to provide layup tracks or bypass tracks at West Station. Like most other stations on the line, I expect there to be regular service that stops at the station as much as possible. Having trains bypass the station will greatly reduce the utility of even having the station in the first place. West Station should become a key inner core station where people can connect to other rail and bus routes and easily access BU and the adjacent neighborhoods on foot. - Dedicated bus lanes on new city streets and the Mass Pike. There is an opportunity to provide new and/or improved bus service in the area as part of this project, both on the new city streets feeding West Station, and on the Mass Pike itself. Even though the Mass Pike will be 6 lanes rather than the current 8 during construction, it's worth considering allocating one of those lanes in each direction to be bus-only and/or HOV/HOT. The express buses from Newton, Brighton, and Waltham, carry thousands of riders each day and could easily carry thousands more if they aren't stuck in traffic. This construction period provides an opportunity for running new express bus routes as well from points west to West Station, Copley Square, and/or Downtown Boston. These bus-only/HOV/HOT lanes could easily extend between Route 128 and Downtown by reallocating an existing travel lane.	See Responses to Frequently Received Comments #1, #4, #7, and #9.
293	CDe	2	12/12/2019	rail, mitigation, construction impacts analysis	- Worcester Line upgrades for more frequent and reliable service both during and after construction. Again, providing frequent, convenient transit during and after construction is vitally important. Please consider making upgrades to the Worcester Line before construction begins, in particular upgrading the Newton stations with new (high level) platforms in BOTH directions, and adding high level platforms to other stations along the line. This would likely not be funded by this project, but projects to do so should be accelerated to be built before this project begins construction. -Consider the construction impacts of the current preferred option vs a surface option I understand that the current preferred option is to build Soldiers Field Rd on top of the Mass Pike. This is a good solution for reclaiming parkland along the river, although it complicates providing ped/bike connections to/from the river from the BU area. It may be worth comparing the construction impacts of this option vs an all at-grade option, particularly since the current preferred option may involve building a temporary Soldiers Field Rd and Paul Dudley White Path over the Charles River for 10+ years.	See Responses to Frequently Received Comments #3 and #9. Construction impacts for a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
294	CDe	3	12/12/2019	staging, roadway capacity, multimodal goals	Here are some questions and comments that I'd personally like MassDOT and FHWA to strongly consider: Final Design: Does the Mass Pike really need to be 8 lanes, after it will have been 6 lanes for 10+ years? Does Soldiers Field Rd really need to be 4 lanes? Could it be 2 lanes? Is there an opportunity to remove part or all of it altogether? If we don't need as many lanes for the Mass Pike and/or Soldiers Field Rd, would a surface option work better, including a multi-use path along the river, without needing to build the path as a boardwalk over the river itself? Keep in mind that the regional goals are to shift more people to transit, walking, and bicycling, and away from single occupancy vehicles. (When people are asked today, many of them say they want to switch, but they don't have good options.) In 10 years, will we want or even need as much space for SOVs in this corridor as we have today? Please design the new network of city streets to be human-scaled local streets. In the current design, they all appear to be designed like 4-5 lane arterials. This is far more capacity than is needed, and will result in streets that are too wide and too car-oriented. I would suggest a single lane in each direction, with left turn pockets added at key locations where needed, along with plentiful trees, bike lanes, wide sidewalks, and on-street parking where desirable. These streets should have a walkable, neighborhood feel, not a highway feel. During Construction: Can we make Soldiers Field Rd 2 lanes or close parts of it temporarily? For example, what if we closed Soldiers Field Rd between River St and the Bowker Overpass for a few years during construction? Does this eliminate the desire to build a temporary Soldiers Field Rd over the river for 10+ years? It is not unprecedented to close a major roadway during construction. For example, both the Longfellow Bridge and Craigie Bridge had at least one direction closed to general traffic for multiple years during reconstruction. Doing so often makes construction much faster, simpler, and cheaper. When drivers have plenty of notice of when this is happening, they can make smart decisions about how to get where they need to go, taking a different route or a different mode. If we've provided better transit options, many people will choose to not drive at all.	See Responses to Frequently Received Comments #3 and #8. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).

#	ID	Number	Date	Topic	Comment	Response
295	CEg	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
296	CEi	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
297	CEv	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
298	CF	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
299	CFan	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
300	CFo	1	12/10/2019	Staging alternatives, river user impacts	Dear Mr. McEwen and Mr. O'Dowd The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
301	CFo	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
302	CFo	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
303	CFo	4	12/10/2019	Staging alternatives, river user impacts	In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.

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304	CFo	5	12/10/2019	Staging alternatives, river user impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.
305	CFo	6	12/10/2019	Staging alternatives, river user impacts	There are other concerns about this potential bridge project: - what if the project runs out of money and the bridge does not get removed?	See Response to Frequently Received Comment #8.
306	CFo	7	12/10/2019	River impacts	- concerns about additional sedimentation deposits during the project. It would also be wise to consider a full river bottom restoration in the area around the project at the conclusion of construction, dredging the river bottom to remove years of infill, and restoring the wetlands (shore) along the Paul Dudley White path at the conclusion of this project. I appreciate your attention and solicitation of comments.	See Responses to Frequently Received Comments #8 and #9.
307	CGil	1	12/12/2019	multimodal access	To whom it may concern, As a Cambridge resident, I live in the Cambridgeport neighborhood within sight, hearing and smell of I-90 across the river. I humbling ask you to: increase all public transit options--rail, bus, and pedestrian/cycle paths--including connections to pedestrian/bicycle access from Cambridge and the greater region. employ all means to mitigate the impact of the temporary 10-year bridge in terms of noise, congestion and pollution. use this as a once in a lifetime opportunity to restore the banks of the Charles River by dedicating a small funding set-aside to finish this project as a showpiece of urban planning.	See Response to Frequently Received Comment #9.
308	CGo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
309	CGr	1	12/11/2019	River impacts, staging, transit mitigation	Living between Central Sq. and the Charles River gives me significant pause to consider the impacts of this project on the river and also on the roads surrounding that will likely end up supporting vehicular displacement from the construction. Proposal to relocate part of Soldiers Field Road onto the Charles River for 10 years: Terrible idea. As is replacing a part of the riverbank with a metal wall. One small breach in the wall and --whaddya got?? A big mess in the river. Ditto on the road over the river. We've spent a lot of time and money over the past 35+ years to clean up the river. I would hate to see those efforts be undone by the current proposal. Let's try comparing the construction impacts of the new highway and Soldiers Field Road at grade vs building Soldiers Field on a viaduct above the highway--and then choose the option with the least impact/disruption on the River and to travel during construction. Pursuing this project without increased rail and bus service during construction would be a disaster. Travel in and out of both Cambridge and Boston is already horrifyingly bad (cited in national publications), and likely to get worse with proposed construction. Remember the re-construction of the BU Bridge? AHHHHHH. Mitigation is key. Thank you for your further consideration of these issues.	See Response to Frequently Received Comment #8.
310	CGro	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
311	CH	1	12/11/2019	West Station	As an Allston/Brighton resident, I urge you to please make changes to the current I-90 project plan and adopt the following: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
312	CH	2	12/11/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston (no sharp switchbacks)	See Response to Frequently Received Comment #4.
313	CH	3	12/11/2019	Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.

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314	CH	4	12/11/2019	People's Pike	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
315	CH	5	12/11/2019	West Station	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
316	CH	6	12/11/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
317	CH	7	12/11/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
318	CH	8	12/11/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
319	CH	9	12/11/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
320	CHag	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
321	CHorn	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
322	CHow	1	12/12/2019	construction staging, impacts	Dear Messrs. McEwen and O'Dowd, I am writing concerning the I-90 multimodal project Notice of Intent (NOI) of a proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period. Unfortunately, as presented, the proposed trestle bridge would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach. The rowing and boating communities are very interested and concerned about the I-90 plan to put a bridge over the river which extends out 150 feet into the channel. Charles River Alliance of Boaters (CRAB) and the Charles River Conservancy have requested the designers to reconfigure the bridge to hug the shoreline in a close curve to minimize encroachment on the river. Additional concerns are: - Any narrowing of the river dramatically affects river traffic safety - Safety impact of construction barges, lighting - 10 years is not "temporary" - Environmental impact of bridge supports causing river sediment to accumulate - Lights from automobile traffic affecting river user visibility before dawn and after dark - Noise and light pollution	See Response to Frequently Received Comment #8.
323	CHow	2	12/12/2019	staging, river impacts	The NOI fails to: - provide a plan of the proposed trestle element, - set out its purpose and why it is needed; - present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to - identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach. I would like to add my voice to request that the Draft Environmental Impact Statement scope require that MassDOT: - address each of these elements, - develop options that would limit and mitigate temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, and - provide a thorough evaluation of the impacts of each alternative on both.	See Response to Frequently Received Comment #8.

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324	CHow	3	12/12/2019	construction alt analysis impacts	MassDOT should be required to conduct three process. First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The alternatives should include but not be limited to extending the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the distance the viaduct would be from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required.	See Response to Frequently Received Comment #8.
325	CHow	4	12/12/2019	river users impacts, staging	Second, MassDOT should work with the Charles River Alliance of Boaters as well as the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them.	See Response to Frequently Received Comment #8.
326	CHow	5	12/12/2019	River users impacts	Third, having established a clear understanding of the river's use, MassDOT should evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on the public's enjoyment of Magazine Beach. The scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	See Response to Frequently Received Comment #8.
327	CJ	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
328	CJo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
329	CK	1	12/11/2019	River impacts, staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I'm concerned about the current proposal and lack of proper consideration for the River. 3 seasons a year I ride my bike along this stretch to work every day. I'm fully behind a more commuting friendly project including bus lanes and train options that will take cars off the road. My main concern is that relocating soldier field road into the river for the extent of the project could result in serious issues to the beautiful current esplanade further down in Boston. I urge you to think long term when considering such a mega project. Thank you, Christoph Kapp	See Response to Frequently Received Comment #8.
330	CKe	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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331	CLa	1	12/12/2019	river users impacts, alt analysis	The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. I am a masters woman rower, and I am proud to call the Charles my home course and training ground. We are a community that welcomes people of all ages and abilities. It is not unusual for my crew to pull aside to let an Olympic double or single sculler in training row through in their quest for international hardware. We are also a training course for the world's Paralympic teams, right out of my own boathouse at Community Rowing. Rowing is such an integral part of Boston that in your own Scope report on page 16 is an aerial photograph of the "Throat Area," where the river is scatter with rowing shells. In May 2017 MassPort had a rowing exhibit prominently displayed in Terminal B at Logan Airport for every entering visitor to see as they arrived in our great city. The Head of the Charles is the rowing equivalent of the Superbowl, the sport's greatest gathering ground for top rowers from all over the world, and a showcase for Boston. It is often referred to among many in our community as "Rower's Christmas," where meeting up with old teammates and coaches is like reconnecting with family. Some of the diagrams that illustrate the trestle in the "Throat Area" are intrusive to the river and to the smooth flow of the course at races such as Head of the Charles. The football equivalent would be like putting scaffolding inside Gillette Stadium that interfered with the sidelines of the field for an indefinite amount of time. That would never happen. Please don't do that to us, and our own version of Gillette Stadium, the Charles River. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, why this trestle is necessary in the first place; the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives; the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, alternative configurations intended to minimize the structure's intrusion into the river and a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
332	CLa	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
333	CLe	1	11/27/2019	Transit, ped/ pike access	Please take into account the concern citizens and residents of the area have for undue disruption to commuter traffic, area safety and congestion, pedestrian and bike access to the river path, unnecessary and hazardous pollution of the area including the adjacent river, an increase in the disastrous log jam already occurring at the Allston/Brighton Exit...	See Section 2 - Purpose and Need as well as Section 5.1 Alternative Screening Criteria of the Scoping Summary Report. Safety, roadway deficiencies, and limited mobility and multimodal access within the Project Area are all elements of the Project's purpose and need. Further, the Project would provide or allow for connections from the Allston, Brighton, Brookline, and Boston University neighborhoods to the Charles River Reservation, and upgrade the PDW Path to provide a two-way pedestrian and bicycle facility.
334	CLF	1	12/12/2019	alternatives analysis, mitigation, environmental justice	Our core concerns with the NEPA scoping report are summarized as follows: A) Transportation: Each of the limited alternatives that the FHWA and MassDOT present affect land protected by Section 4(f) of the Department of Transportation Act, 23 U.S.C. § 138, 42 U.S.C. § 303, because every alternative will have impacts to the Paul Dudley White Path and other protected land. Those impacts are in every case substantial in both scale and duration, especially regarding the recreational services the protected land provides to the public. The FHWA and MassDOT must consider additional alternatives that maximize transportation options, reduce greenhouse gas emissions, and improve air quality. B) Water Quality and Public Trust: Given the proximity of the Allston Multimodal Project to the Charles River, the FHWA and MassDOT are required to provide information and evidence that the project cannot be constructed without avoiding impacts to the Charles River and then review such impacts to ensure they are minimized. The FHWA and MassDOT must plan now for robust mitigation that restores water quality, preserve public access to the Charles River, and ensure climate resiliency. C) Recreational Opportunities and Historic Preservation: The FHWA and MassDOT must implement a net expansion of green space and recreational opportunities as compared with current conditions, while protecting historic resources. D) Improved Process, Civil Rights, and Environmental Justice: The FHWA and MassDOT must expand outreach and public engagement beyond the Allston Multimodal task force to ensure the agencies fulfill civil rights and environmental justice obligations.	See Responses to Frequently Received Comments #8 and #9. A Modified Highway Viaduct Throat Area Option has been deemed reasonable for the Project and will be further analyzed in the Draft Environmental Impact Statement. Please see Sections 5.2.3 and 5.4 of the Scoping Summary Report. The Modified Highway Viaduct Option is not anticipated to cause temporary or permanent encroachment into the Charles River. A detailed description environmental impacts for all reasonable alternatives described in Section 5.4 of the Scoping Summary Report will be provided in the Draft Environmental Impact Statement including environmental justice, 4(f), and impacts to the Charles River.

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335	CLF	2	12/12/2019	Alternatives impact analysis	II. Detailed Comments: The FHWA and MassDOT fail to meet the spirit of the law because the scoping report excludes all possible planning for mitigation and lacks sufficiently detailed alternatives. NEPA is our national charter for environmental protection. NEPA's action-forcing provisions ensure that federal agencies act, and project proponents fulfill, the responsibilities of each generation as a trustee of the environment for future generations while attaining the widest range of beneficial ses and enhancing the quality of natural resources. The Massachusetts Environmental Policy Act ("MEPA") ensures that each agency uses all feasible means to avoid damage to the environment or, to the extent damage to the environment cannot be avoided, to minimize and mitigate damage to the environment to the maximum extent practicable. The federal and state environmental review process requires efficient coordination that considers project mitigation options now and does not defer mitigation planning until later in the process. Under the One Federal Decision order, which sets a goal for agencies to complete environmental reviews to an agency average of not more than two years from publication of a Notice of Intent to prepare an environmental impact statement ("EIS"), federal agencies overseeing a major infrastructure project must improve efficiency of project delivery. As the FHWA is the lead agency for the Allston Multimodal Project, it is required to work with MassDOT to identify the range of alternatives to be analyzed in the draft EIS ("Draft Environmental Impact Statement"), identify ways to avoid environmental damage, and analyze ways to minimize damage and pursue robust mitigation. The Allston Multimodal Project involves land protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. Section 4(f) aims to avoid and minimize the use of certain land, including historic properties, public parks, and recreation areas. To proceed, the FHWA must find that the project design results in the least overall harm. Most of the land impacted by the Allston Multimodal Project is protected by Section 4(f). Thus, the FHWA Administration must ensure: (1) there are no feasible and prudent alternatives that avoid use of Section 4(f) property; and that (2) the project includes "all possible planning" to minimize harm to Section 4(f) property. Section 4(f) of the Department of Transportation Act is stringent where it applies. Section 4(f) protects certain public parks and historic sites, indisputably including land that is part of the Allston Multimodal Project, from any "transportation program or project" requiring the "use" of such park or land, unless certain quite restrictive tests have been met. To proceed in the teeth of such a "use," an agency must find that there is no feasible alternative to using that land and that the project includes all possible planning to minimize harm. The FHWA and MassDOT are required by Section 4(f) and various environmental statutes to balance addressing and improving transportation conditions relating to the I-90 viaduct while avoiding environmental harm, or, minimizing such harm if avoidance is impossible and offering mitigation. CLF analyzes various Allston Multimodal Project aspects below by considering the mitigation opportunities required during construction and upon project completion.	See Response to Frequently Received Comment #9 and Sections 5 of the Scoping Summary Report.
336	CLF	3	12/12/2019	West Station, GJL, bike/ped access, Franklin St and Cambridge Overpass replacements	A. Transportation: Crucial transportation components of the Allston Multimodal Project include early implementation of West Station, future service on the Grand Junction line, continuous bidirectional service on the Worcester Main Line, new bus connections from West Station to Kendall Square, and improved cyclist and pedestrian infrastructure. These improvements will lead to mode shift and promote the shift away from cars to other forms of transportation that will result in reduced greenhouse gas emissions and improved air quality. The FHWA and MassDOT must replace the structurally deficient roadways and bridges, including the I-90 viaduct, the Franklin Street pedestrian bridge, and the Cambridge Street overpass, while improving multimodal opportunities. The NEPA scoping report contains a purpose and need section outlining the project purpose, which will be used to develop and evaluate a range of alternatives to identify a preferred alternative ("purpose and need"). The purpose and need lacks inclusion of the Franklin Street and Cambridge Street structure replacements. All three structures – I-90 Viaduct, Franklin Street bridge and Cambridge Street overpass - once replaced, will significantly improve the safety and accessibility for drivers, bus riders, cyclists, and pedestrians to safely use these key transportation corridors and contribute to the Commonwealth meeting our greenhouse gas reduction goals. i. Construction Period Mitigation s part of the Section 4(f)'s requirement of "all possible planning" and the NEPA/MEPA process, alternatives and mitigation that require further evaluation include constructing and operating West Station by 2025 or as early as possible during the viaduct construction period, adding a bus and rail hub in Weston, modernizing the Worcester Main Line, reconstructing Newton stations, offering increased commuter rail service during construction, and offering reduced commuter rail fares and increased bus service during construction. The Allston Multimodal Project will impact Section 4(f) properties. The federal environmental impact statement ("FEIS") will ultimately need to include findings that alternative routes or designs would minimize harm to Section 4(f)) properties.10 Thus, the FHWA and MassDOT have an obligation to consider multiple alternative routes during the 8-10-year construction period. The purpose and need includes eight preliminary alternatives: (a) no build that would maintain continuing operation of the existing interchange without significant changes to the existing rail yard or Worcester Main Line operation; (b) major rehabilitation and replacement that would upgrade the viaduct's structural capacity without realigning the highway, Soldiers Field Road, or include West Station; (c) 3L realignment: highway viaduct option that would construct a new I-90 elevated structure with other infrastructure at-grade, including retaining the existing Grand Junction bridge over Soldiers Field Road; (d) 3L realignment: at-grade option that would construct a new I-90 at-grade with all other infrastructure at-grade, including replacing the existing Grand Junction bridge over Soldiers Field Road; (e) 3L realignment: Soldiers Field Road Hybrid option that would elevate Soldiers Field Road above an at- or below-grade four-lane section of I-90 eastbound; (f) 3L realignment: DEIR West Station and BPY layover option that would create a new West Station with access to the Worcester Maine Line tracks and provision of layover space, including two Worcester Main Line tracks, two Grand Junction Rail tracks, three platforms, and a layover yard to accommodate parking for eight train sets; (g) 3L realignment: Flip Layout option that would position West Station to the north side of BPY and the layover yard to the south side of the station, opening air rights development east of West Station; and	See Responses to Frequently Received Comments #2, #4, #5, #6, #7, #9 and #10. Also see Section 2 of the Scoping Summary Report - Purpose and Need. Multimodal transportation access - including rail, pedestrian and bicycle, bus, and passenger vehicles - is a major element of the Project's Purpose and Need. The Franklin Street Pedestrian Bridge is currently envisioned as part of the Project. Under NEPA, the Purpose and Need defines the deficiencies (need) that the project sponsor is trying to address and describes what the agency should consider to address these deficiencies (purpose) and should allow for a broad range of alternatives. As written, the Purpose and Need components that reference north-south and multimodal connections support inclusion of the Franklin Street Pedestrian Bridge as part of the Build Alternatives. As indicated in Response to Frequent Comments #4 and #6, the updated four track, three platform West Station layout has been designed so that the GJR and West Station layouts would not act as a constraint for future aspirational service. Additional details are in the responses referenced above. Construction period mitigation and 4(f) review will be included in the DEIS.

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337	CLF	4	12/12/2019	West Station-regional hub	(h) 3L realignment: Modified Flip Layout option that would position West Station to the north side of BPY, and the layover yard to the south side of West Station, including three station tracks and two platforms serving the Worcester Main Line and the Grand Junction passenger service. Because each of these eight alternatives impact Section 4(f) property, there is no option to avoid the use of such property. As such, the project proponents are required to conduct all possible planning to minimize harm to Section 4(f) property and review detailed mitigation options to compensate for residual impacts. The Allston Multimodal Project also must comply with NEPA and MEPA.20 The focus of the regulatory scheme is not whether damage from a project is probable, but rather whether, if such damage occurs, even if the chances are remote, it is "likely to cause damage to the environment." Damage to the environment includes air and water pollution, excessive noise, impairment of water quality, increases in flooding or storm water flows, impairment of rivers, destruction of wetlands, open spaces, parks, or historic districts or sites. G.L. c. 30, § 61. As part of the Section 4(f)'s requirement of "all possible planning" and the NEPA/MEPA process, the FHWA and MassDOT must plan for constructing and operating West Station before completion of the at-grade I-90. West Station offers a once-in-a-generation opportunity to transform the Boston-Worcester corridor to provide both local residents and regional commuters with efficient, sustainable mobility as a vibrant and modern mobility hub. West Station will be a gateway to and from Greater Boston for the communities of MetroWest and Worcester. The mobility network connected to West Station must be approached and created as a unified system whose components work synergistically to provide people with sustainable choices to access jobs and other key destinations. West Station is the essential, core element, which forms the beating heart of the new mobility system. CLF envisions West Station to be a two-platform, four-track multimodal station supporting regional rail and maximizing sustainable mobility choices in the form of rail, buses, bicycling, and walking options. The station plan should allow for distribution of rail passengers outward from West Station. Most, if not all, bus routes should ultimately run through West Station and not end at West Station. CLF supports exploration of bus access routes to connect West Station and Cambridge Street and provide transit services to both Harvard and Kendall Squares. The West Station design must accommodate the tripling of frequency resulting in all-day frequent service envisioned by the Fiscal and Management Control Board's Regional Rail Vision. At the Allston Multimodal task force meeting on December 11, 2019, the Central Transportation Planning Staff ("CTPS") presented its model evaluating project impacts. CLF questions the assumptions about transit service built into the CTPS model, disagrees with the projected low ridership estimates for West Station, and is concerned about the lack of projected service on the Grand Junction line.	See Responses to Frequently Received Comments #4 and #11.
338	CLF	5	12/12/2019	West Station modeling, regional rail Vision	The FHWA and MassDOT should not rely upon faulty CTPS modeling. The CTPS model should be updated to consider West Station ridership with frequent all-day regional rail service, which will likely demonstrate commuter reliance on West Station, significant ridership on the Grand Junction, robust use of buses, and increased number of cyclists and pedestrians as compared to the current number of cyclists and pedestrians in nearby areas. Additional construction period transit improvements connected with the Allston Multimodal Project should include Newton commuter rail station designs. CLF supports the inclusion in the 2020-2024 CIP of $20,639,934 for Newton commuter rail stations. This is an important step needed to enable all-day service in both directions for Newton commuters. CLF further supports frequent all-day service along the Worcester Line to be implemented before the end of the 2024, consistent with Rail Vision Resolutions approved by the Fiscal and Management Control Board in November 2019. ii. Final Mitigation The FHWA and MassDOT should consider a final I-90 that is reduced to three lanes in each direction or three lanes Westbound and four lanes Eastbound, with one high-occupancy vehicle lane. Courts have found that as part of a Section 4(f) analysis, agencies must consider whether less land will be disturbed as a trade-off for permanent impacts or whether more land will be disturbed as a trade-off for temporary impacts.23 Additional alternatives to be explored should include reduction to three westbound I-90 lanes. Automatic electronic tolling data now available suggest that only three lanes are needed for the Westbound Turnpike in Allston. In addition, the Westbound Turnpike operated well during the Commonwealth Ave/Boston University Bridge reconstruction when it was reduced to three lanes in each direction. The Westbound I-90 backups in Allston are caused by Newton Corner's constriction on the number of available Westbound lanes. All-electronic tolling ("AET") gantry data show that while the eastbound Turnpike sees up to 6,500 vehicles at peak hour in Allston, the maximum throughput for the Westbound Turnpike is only 5,200, a value similar to the maximum throughput of the Turnpike at the AET gantries further west in Newton and Weston, where the highway has only three lanes. This directional difference is due to the traffic generators upstream on the Westbound I-90 mainline. According to a 2010 CTPS study, of the then 5,800 peak vehicles on the Westbound Turnpike, 700 came from Logan Airport or East Boson; 800 came from South Boston; 1,100 came from the Southeast Expressway; 800 came from the Central Artery; and 1,850 came from the entrance ramps in the Back Bay. Given that each of these roadways is already congested, there is limited potential for future growth in traffic that might necessitate additional width. Eliminating one lane on the Westbound I-90 could have significant advantages including space to maintain two-track commuter rail service throughout construction, reduced impacts on the Charles River during construction, expansion of the width of the narrow riverside park in the final build condition, and improved safety east of the project area, particularly by extending the merge distance from the Newbury St/Mass Ave ramp and widening the 10.5 foot current lanes in that vicinity. As part of this analysis, CLF implores the FHWA and MassDOT to consider the positive impact of making one I-90 lane a permanent high-occupancy vehicle or other type of managed lane. A high-occupancy vehicle lane has the potential to incentivize carpooling and bus ridership, which will lead to reduced greenhouse gas emissions as more people travel in fewer vehicles.	See Responses to Frequently Received Comments #4 and #11.

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339	CLF	6	12/12/2019	river impacts, Section 4(f) parkland impacts	B. Charles River and Watershed Impacts: The FHWA and MassDOT have not provided evidence of alternatives demonstrating that transportation components in the scoping report cannot occur without touching and harming the Charles River. Given the proximity of the Allston Multimodal Project to the Charles River, the FHWA and MassDOT are required to provide information and evidence that the project cannot be constructed without avoiding impacts to the Charles River and then review such impacts to ensure they are minimized and mitigated. To date, the FHWA and MassDOT have not provided any information indicating that they have determined there is no feasible alternative to building a ten-year mid-river highway. Further, the project proponents have not considered whether they can construct a temporary Soldiers Field Road and Paul Dudley White Path closer to the bank as opposed to more than 100 feet into the Charles River. In May 2019, the MassDOT consultant team announced that the design required construction that extended beyond the banks of the Charles River to accommodate an 8-10-year trestle structure during the construction period to maintain transportation capacity and increase park space. Based on discussions led by MassDOT in November 2019, it appears that the project proponents propose to add fill, line the riverbank with sheet piling, and construct Soldiers Field Road on a trestle structure in the Charles River measuring a quarter-mile long and 81 feet wide, all of which would be removed upon completion of the viaduct construction ten years later. Section 4(f) creates a presumption that public parks, recreational areas, and natural resource areas may not be used for or impacted by highways unless compelling reasons indicate that no alternative to the highway location is possible. The analysis must consider the significance of potential impacts based on their context and intensity24 and indirect and cumulative impacts caused by each alternative. The FHWA, in cooperation with MassDOT, will prepare a Draft Environmental Impact Statement leading to a combined final environmental impact statement/record of decision document.25 The purpose and need is the foundation for the NEPA alternatives analysis. The FHWA and MassDOT must include in the Draft Environmental Impact Statement a broad range of alternatives to meet the requirements of Section 4(f) and should not be limited to just a handful of alternatives. A smaller number of alternatives may be determined at a future project milestone after FHWA has developed the alternatives to the evaluation process. The purpose and need broadly lists the project purpose to address roadway deficiencies, address safety issues, improvement mobility of I-90 interchanges 18-20, and improve multimodal transportation access to and within the Charles River Reservation.26 For FHWA and MassDOT to begin limiting the alternatives assessment at the early phase of the purpose and need, the agencies are failing to comply with the letter and spirit of NEPA and MEPA.	See Response to Frequently Received Comment #8.
340	CLF	7	12/12/2019	shoreline restoration	i. Bank restoration: The Allston Multimodal Project will impact land covered by the Wetlands Protection Act, as amended by the Rivers Protection Act, G.L. c. 131 §40. Chapter 131 §40 requires permission to fill, dredge, or alter wetlands, including any bank, riverfront area, or freshwater wetland bordering any river, and any land either under a river or subject to tidal action. Chapter 131 §40 defines a "riverfront area" in Boston and Cambridge as "land situated between a river's mean annual high-water line measured horizontally outward from the river and a parallel line located twenty-five feet away." It is likely that several of the alternatives will involve adding fill and altering the riverbank. Potential impacts can be caused by highway construction, operation, and maintenance, all of which will affect the Charles River water quality and quality of life for nearby residents, river and park users, and commuters. CLF is concerned about erosion from the adjacent bank that will result in the deposit of sediment into the river and increase turbidity. The bank of the Charles River along the project area is suffering from erosion and degradation. Historically the site of a salt marsh, the deteriorated state of the riverbank harms water quality and fails to provide crucial habitat for native fish populations. The health of the bank and the river is vital for migratory species including alewives, blueback herring, the American Eel, and American shad, a once-native fish that has been reintroduced to the Charles River. Ecological considerations must drive the development of mitigation measures to ensure a healthy bank and river. Currently, steep portions of the bank easily erode without strong plant roots to maintain the integrity of the bank. Erosion carries pollution into the river and fills in habitat on the river's bottom. In other sections, rip rap (large stones) protect the banks from erosion, but create barriers between the land water parts of the ecosystem. Invasive plants, such as the Japanese knotweed, similarly break the connection between the river and land. In addition, stormwater runoff carries trash and pollutants from roads into the river through pipes and culverts, further affecting the health of the bank as well as water quality. These issues must be addressed and mitigated in accordance with the Wetlands Protection Act, the Public Waterfront Act, and Section 4(f). (a) Construction period mitigation - As construction may encroach on the Charles River, it will involve oil and other hazardous substances that will place considerable strain on the Charles River for nearly a decade. In accordance with Section 4(f), the FHWA and MassDOT must develop mitigation measures that are specifically tailored to the construction period. To adequately execute this separate construction-phase restoration planning, the FHWA MassDOT must immediately begin outlining the staging plan for the construction project and simultaneously develop mitigation measures. The project proponents will likely need to conduct sampling to identify and address the presence of pollutants and contaminants. (b) Final mitigation Final mitigation measures that address the health of the riverbank should focus on utilizing new ecosystem services, such as constructed wetlands, to stabilize erosion, protect water quality, and increase flood storage capacity. Bank restoration must also include vegetation to provide fish habitat. Additional sampling may be necessary to fully address the presence of pollutants and contaminants. Furthermore, mitigation upland from the bank itself to address flooding and stormwater runoff is also critical to reduce the flow of water and contaminants that contribute to erosion and poor bank conditions. MassDOT must develop a full remedial plan now, not later, in accordance with Section 4(f).	See Response to Frequently Received Comment #9.

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341	CLF	8	12/12/2019	water quality, public access	ii. Water Quality and Public Rights in Tidelands: The Allston Multimodal Project site is within the jurisdiction of the Public Waterfront Act ("Chapter 91") because it includes both flowed tidelands (the Charles River) and filled tidelands. The FHWA and MassDOT propose a mid-river highway that is categorically prohibited under Chapter 91, though the agencies may be able to seek a variance if they demonstrate that the project satisfies a public interest, which overrides the public interest in waterways. Chapter 91 is a statutory embodiment of the public trust doctrine, aiming to ensure that all uses and structures on tidelands serve a proper public purpose. To that end, nonwater-dependent uses, such as this project, must demonstrate that they "serve[] a proper public purpose which provides greater benefit than detriment to the rights of the public in said lands." If the FHWA and MassDOT obtain a variance for the categorical prohibition on fill, all other applicable requirements, including those for public access and open space, will still apply. The FHWA's and MassDOT's current proposal, which includes the construction of a trestle structure in the Charles River, is categorically prohibited under Chapter 91 and its implementing regulations (310 CMR 9.00). The FHWA and MassDOT may be able to seek a variance from Chapter 91; however, as MassDEP states in its implementing regulations, "the variance process is intended to apply in the rare and unusual circumstance where a proposed project satisfies a public interest which overrides the public interest in waterways." If the FHWA and MassDOT decide to seek a variance from MassDEP to move forward with this component of the proposal, they must demonstrate the following: There are no reasonable conditions or alternatives that would allow the project to proceed in compliance with 310 CMR 9.00; The project includes mitigation measures to minimize interference with the public interests in waterways and that the project incorporates measures designed to compensate the public for any remaining detriment to such interests; and the variance is necessary to accommodate an overriding municipal, regional, state of federal interest. To obtain a variance, the FHWA and MassDOT are required to identify from which regulations they are seeking a variance. For those regulations identified, they are required to provide: a description of alternative designs, locations, or construction methods which would achieve the purpose of the project without a variance; an explanation of why each alternative is unreasonable; an analysis of any detriments to interests of the public in waterways due to the proposed project and an explanation of how detriments have been minimized; a description of the measure that will be provided to compensate for any remaining detriment to public interests in waterways; and a description and supporting documentation of the overriding public interest served by the project. Notably, Chapter 91 requires that the FHWA and MassDOT include all the information listed above in the Draft Environmental Impact Statement for the project, not later.	See Response to Frequently Received Comment #8. MassDOT and FHWA will continue to work with MassDEP on permitting requirements for the Project throughout the environmental review process.
342	CLF	9	12/12/2019	Chapter 91 variances, permitting, climate change	Obtaining a Chapter 91 variance for the current proposal represents a significant hurdle and the FHWA and MassDOT have provided no evidence to date that they will be able to meet these requirements. Moreover, the FHWA and MassDOT will only receive a variance from the regulations for which they are able to demonstrate the criteria above and may not receive a variance from all applicable Chapter 91 regulations if they are unable to demonstrate that one is warranted. If the FHWA and MassDOT simply receive a variance for the categorical prohibition on fill, all other applicable requirements, including those for public access and open space, will still apply. If the FHWA and MassDOT choose to forego the trestle structure in the final project design, they will be required to comply with the standards for nonwater-dependent infrastructure facilities at 310 CMR 9.55. To meet these standards, they must include mitigation or compensatory measures to ensure that "all feasible measures are taken to avoid or minimize detriments to the water-related interests of the public." These interests include, but are not limited to: the protection of recreation and public access; the protection, restoration, and enhancement of living marine resources; the attainment of water quality goals; the reduction of flood and erosion-related hazards on lands subject to the 100-year storm event or to sea level rise; and the enhancement of public views and visual quality along the shoreline. Infrastructure facility projects must also take reasonable measures to provide open spaces for recreation along the water's edge. The above interests must also be considered in the context of climate change.33 To preserve the public's trust rights in waterfront areas over time, structures on tidelands must be designed and built in a manner that accounts for the additional stresses of climate change including more extreme precipitation and sea level rise. Projects should rely on forward-looking projections of flooding, rather than the one percent annual chance storm as determined by the Federal Emergency Management Agency, which is calculated based on historical data and is increasingly inaccurate due to climate change and other conditions. No recipient of federal funds designated under Title 23 U.S.C. or Federal Transit Act shall approve a regionally significant highway or transit project unless there is a conforming plan and Transportation Improvement Program consistent with the requirements of 310 CMR 60.03(14) and 310 CMR 60.03(25)(a) through (e), including that the project contributes to emissions reductions or does not increase requirements of 310 CMR 60.03(23). This project must include mitigation measures addressing the water quality issues in the Charles River. Stormwater runoff causes pollution, erosion and sedimentation build-up, degrading the health of both the river and its bank. Today, stormwater runoff is the leading source of pollution in the Charles River, and the project area is no exception. The runoff flows over extensive impervious surfaces, picking up pollutants and carrying them straight into the river without treatment. Excess levels of phosphorous contribute to algae blooms, which are harmful to human health, reduce water clarity, and reduce the oxygen that is necessary for a healthy fish habitat.	See Responses to Frequently Received Comments #8 and #9.

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343	CLF	10	12/12/2019	stormwater management system	The Charles River is listed as an impaired water body under sections 305(b) and 303(d) of the federal Clean Water Act ("CWA"). Once a water body has been identified as impaired by a pollutant, the CWA requires the state to develop a pollutant budget, known as a Total Maximum Daily Load ("TMDL"). To comply with the TMDL for Nutrients in the Lower Charles River Basin, this project must develop a stormwater management system that achieves a 64 percent or greater phosphorus load reduction. The MassDOT Independent Review Team ("IRT") report suggested that the project would allow for a 59 percent phosphorus reduction, but this percentage fails to meet the state's obligation to comply with the TMDL. As a redevelopment project, the stormwater plan must also "improve existing conditions" and comply with the Massachusetts Stormwater Standards to the maximum extent practicable.34 To comply with the law, the FEIS must address these issues by including detailed mitigation measures and demonstrating how those measures will ensure the project complies with the TMDL. For example, documentation of soil tests and groundwater levels is necessary to demonstrate compliance as those aspects may impact the pollutant removal efficiencies of any best management practices ("BMPs") included as mitigation. (a) Construction Period Mitigation - To properly plan for improved water quality during the construction period, MassDOT must establish a detailed construction phasing plan as soon as possible. The construction phase carries specific risks to water quality, as heavy machinery and, perhaps, temporary roadways could lie close to the riverbank. The phasing plan must include specific measures to treat stormwater runoff during construction. In addition, the project proponents must utilize a monitoring system during construction to track discharges of runoff and pollutants into the Charles River and respond to system failures. The monitoring system should include a semiannual fish count to aid in assessing water quality.	See Response to Frequently Received Comment #9. Construction phasing and staging as well as compliance with TMDLs for reasonable alternatives identified in Section 5.4 of the Scoping Summary Report will be further analyzed in the Draft Environmental Impact Statement.
344	CLF	11	12/12/2019	stormwater management system	(b) Final mitigation - MassDOT must conduct a full stormwater engineering review as an urgent first step towards a final mitigation plan. A complete review covering the entire project area as a single stormwater management district will allow FHWA and MassDOT to plan for a larger subwatershed green infrastructure ("GI") plan that includes a clear understanding of how GI retrofits will be implemented in each drainage areas. Such a plan must address stormwater runoff and water quality, as well as flood plain management and bank restoration. The mitigation plan must also demonstrate TMDL compliance and establish how those measures will interface with the riverfront restoration work. The Draft Environmental Impact Statement stormwater management plan should ensure that the total 100-acre drainage area receives treatment to reduce phosphorous loading. The stormwater management plan must use GI tools to account for this area, which includes the entire stretch of Soldiers Field Road in the Throat area. In addition, soil tests and ground water level measurements are necessary to establish the pollutant removal efficiencies of proposed BMPs. Without those tests, any plan to achieve the mandated 64 percent phosphorous load reduction is purely speculative. The final stormwater management plan should aim to capture and manage at least the first two to five inches of precipitation in a natural filtration system before it enters the river. Tools to achieve this goal include BMPs such as blue greenways (bioretention/wet weather corridors), constructed wetlands, and pervious surfaces, both as part of the bank restoration design and throughout the entire project. Upstream, a system of biofiltration units and rain gardens can assist in treating stormwater and storing floodwaters. Additional public parkland with bioswales and wetland features would further contribute to stormwater management, and daylighting Salt Creek should also be considered as part of this final plan. In all cases, the Draft Environmental Impact Statement should not merely state a preference for above-ground vegetative features; it must be accompanied by a robust plan that actually prioritizes them over underground infiltration strategies, which could be ineffective as a result of the soil composition and high groundwater levels in the area. In addition, for every existing or proposed outfall throughout the project area, a natural filtration system should be examined as a strategy to treat the runoff. Any new pipe constitutes a wetland resource alteration and must be permitted by MassDEP. As such, the Draft Environmental Impact Statement must detail how the proposed outfall will comply with the Wetlands Protection Act, the City of Boston's wetland ordinance, and NPDES permitting procedures.	See Response to Frequently Received Comment #9.
345	CLF	12	12/12/2019	flood plain, climate resiliency	iii. Flood Plain Management & Resiliency: Given its historic condition as a salt marsh and the high levels of impervious surfaces now situated at the site, the project area is critically important to flood storage and capacity in the watershed. The area is already vulnerable to flooding from the Charles as well as inundation from extreme storms, and these risks are increasing as a result of climate change. A final mitigation plan must be based on forward-looking projections of flooding that include climate change predications under MEPA Section 61, which requires permitting agencies to consider climate change impacts when examining whether all feasible measures have been taken to avoid or minimize environmental impacts.35 The Allston Multimodal Project presents an opportunity to build climate resiliency and address heat island impacts and flood risks by planning in accordance with the impacts that will occur over the next fifty years. (a) Construction period mitigation - To develop a robust mitigation plan for the construction period, FHWA and MassDOT must urgently establish the detailed phasing of the construction and must include and consider the entire project area in this planning. Resiliency planning must examine flood storage capacity at the subwatershed and watershed scale, considering the changing terrain over the course of construction. A mitigation plan can alleviate pressure points during certain construction phases by considering the entire project area, ensuring that the planned infrastructure as well as surrounding neighborhoods are protected from the risk of flooding. (b) Final mitigation - The mitigation plan for the final project must be developed now in accordance with Section 4(f) and must aim to advance climate resilience for the project site and abutting neighborhoods by using GI tools on a meaningful scale to create storage for floodwaters and minimize the heat island effect. This approach will provide the added benefit of reducing polluted stormwater runoff to the Charles River. Planning to create and accommodate flood storage capacity must occur on a watershed level. Approaches such as increased buffer space between the Charles River and the road and path components of the project and BMPs including pervious surfaces, constructed wetlands, and bioswales should all be considered as part of a comprehensive plan. FHWA and MassDOT must fully identify these and other GI opportunities in the Draft Environmental Impact Statement and include a detailed explanation for any area in which MassDOT believes GI is not feasible. In addition, a final mitigation plan should consider daylighting Salt Creek. By restoring the creek and removing choke points created by culverts, this flood mitigation strategy would increase storage capacity and benefit water quality by controlling stormwater discharges.	See Response to Frequently Received Comment #9.

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346	CLF	13	12/12/2019	Parkland, throat	C. Recreational Opportunities and Historic Preservation: Expanding pedestrian and bicycle connections around the Charles River have long been a priority of many stakeholders and was one of Secretary Pollack's key reasons for selecting the Modified Hybrid throat alternative. The original construction of I-90 and Soldiers Field Road cut off Commonwealth Avenue from the Charles River. Even with the construction of new bicycle and pedestrian connections at Malvern Street and Agganis Way, there will still be a gap of more than a mile between accessible pedestrian connections to the Paul Dudley White Path. The Allston Multimodal Project provides an opportunity to create new connections, such as one from Commonwealth Avenue at the Boston University Bridge to the Charles River paths. i. Park and Green Space: While upgrading the Paul Dudley White Path as a pedestrian and bicycle facility is included in the project purpose, discussion of the historically-protected parkland in the Charles River Reservation is omitted from the scoping report. The Draft Environmental Impact Statement must include alternatives that add park and recreational space in the throat area. The Allston Multimodal Project construction implicates lands protected by Article 97 of the Massachusetts constitution and Section 4(f). Article 97 of the Massachusetts state constitution provides that: The people shall have the right to clean air and water, freedom from excessive and unnecessary noise, and the natural, scenic, historic, and esthetic qualities of their environment; and the protection of the people in their right to the conservation, development and utilization of the agricultural, mineral, forest, water, air and other natural resources is hereby declared to be a public purpose. Article 97 provides for the taking of lands and easements to accomplish these public purposes, and further provides that any lands taken for Article 97 purposes shall not be used for any other purpose or conveyed unless first approved by a two-thirds vote of both houses of the state legislature. (a) Construction period mitigation - CLF supports continuous operation of the Paul Dudley White Path throughout the construction period. FHWA and MassDOT should ensure that safe walking and biking access on both sides of the Charles River be maintained and encouraged throughout the construction process. The project proponents should maximize street crossings, connectivity between the Paul Dudley White Path and street / bridge network and include adequate energy efficient lighting. (b) Final mitigation - The final Paul Dudley White Path should be beautiful, safe, and include separate walking and cycling paths, trees, vegetation, landscaping, benches, access to the Charles River, and noise and visual buffers. Impact to Section 4(f) land due to highway construction can be mitigated by expanded replacement parkland that provides a substantial net increase in the size of the park system and support additional natural resources.36 Moreover, the net increase of land can occur beyond the highway construction area to include a significant expansion of the Charles River Reservation. The project proponents should pursue as an alternative the Harvard Flip because it includes a buffer park that would minimize and partially mitigate the impacts resulting from a tripling of rail operations and the location of mid-day layup. The buffer park along the south edge of the project would best separate the nearby residential properties from rail operations as some residences are as close as 30 feet from the noise sources. The buffer park should be wide enough to support a multipurpose path with landscaping and trees, lined with a sound barrier. A buffer park constructed by project completion would have the benefit of minimizing noise impacts and vibrations. CLF does not support MassDOT's revised flip alternative because it lacks a buffer park component.	See Responses to Frequently Received Comments #2, #4 and #9.
347	CLF	14	12/12/2019	historic properties	ii. Historic Preservation: The FHWA and MassDOT must be mindful of historic properties affected by the Allston Multimodal Project. Section 106 of the National Historic Preservation Act of 1966 ("Section 106") (and implementing regulations at 36 C.F.R. § 800) requires federal agencies to take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation ("ACHP") with a reasonable opportunity to comment. Federal agencies are also required to consult on the Section 106 process with the State Historic Preservation officer and Tribal Historic Preservation Officers and Indian Tribes. Section 106 amounts to a "requirement that agency decisionmakers 'stop, look, and listen,' but not that they reach particular outcomes." The regulations of the ACHP which implement the NHPA are at 36 C.F.R. 800. Under these regulations, a federal agency must: determine whether the project in question will potentially affect historic properties (36 C.F.R.800.3), identify affected historic properties (36 C.F.R.800.4), assess any adverse effects from the project (36 C.F.R. 800.5), involve "consulting parties" in any finding of no adverse effect (36 C.F.R.800.5(c)), evaluate alternatives to the project to avoid, minimize, or mitigate adverse effects (36 CFR 800.6(a)), and coordinate compliance with Section 6 with the requirements of NEPA. 36 C.F.R. 800.2 requires that the federal agency involve the following "consulting parties" throughout the Section 106 process: the state historic preservation officer or tribal historic preservation officer if tribal lands are affected; local government representatives; applicants for federal assistance, permits, licenses, and other approvals; individuals and organizations with a demonstrated interest in the project due to their relationship to the affected properties; and the public. In accordance with FHWA guidance 6640.8A, the Draft Environmental Impact Statement must identify and evaluate historic and archeological resources in accordance with the requirements of 36 CFR 800.4. (a) Historic Properties Affected by the Project - The Charles River Reservation, a state park managed by the Department of Conservation and Recreation, is a 20-mile stretch of the Charles River from downtown Boston to Riverdale Park in West Roxbury. The National Register of Historic Places website states that the Charles River Reservation between the Charles River Dam and the Eliot Bridge was designated the Charles River Basin Historic District and added to the National Register of Historic Districts in 1978. The designation covers 8200 acres, 7 buildings, and twelve structures. The Allston Rail Depot at 15 Franklin Street in Allston is an 1880's H.H. Richardson-designed train station. According to the Boston Preservation Alliance website, the Depot is located within the Harvard Avenue National Register Historic District. The National Register of Historic Places website states that the Harvard Avenue National Register Historic District (also known as the Allston Village Historic District) was added to the National Register of Historic Districts in 2000. The designation covers the area roughly bounded by Linden Street, Commonwealth Avenue, Harvard Avenue, and Park Vale Avenue, which includes 230 acres, 63 buildings, and one structure. The Allston Depot is a Boston Landmarks Commission-designated Boston Landmark, according to the Boston Preservation Alliance website, the Boston Globe, and materials from the Depot's owner. The Section 106 process provides limited protection from adverse impacts to historic properties caused by federal or federally-assisted projects. Similar protection from state-sponsored projects is achieved by the concurrent listing of all National Register properties on the State Register of Historic Places under G.L. Chapter 254. Both the Charles River Basin Historic District and the Allston Depot are on the State Register of Historic Places.	See Section 4.2 of the 2019 Scoping Report for a description of the methodology during development of the EIS to assess Historic and Archaeological Resources. In accordance with FHWA guidance 6640.8A, the Draft Environmental Impact Statement will contain a discussion demonstrating that historic and archeological resources have been identified and evaluated in accordance with the requirements of 36 CFR 800.4.

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348	CLF	15	12/12/2019	Public process and Environmental Justice	D. Process and Environmental Justice: MassDOT has invested in a public process through convening the task force for the past five years. While CLF acknowledges that the task force is one of the most robust public processes that CLF has seen managed by MassDOT, the task force involves attendees that mostly represent well-resourced institutions and organizations. The Allston Multimodal Project will impact a more diverse and less-resourced population than those represented by the task force. Federal law requires the project proponents to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions.39 Moreover, state law and policy requires enhanced outreach to environmental justice populations. To achieve civil rights obligations and environmental justice with the Allston Multimodal Project, the FHWA and MassDOT must commit to obtaining public input on park and other mitigation designs before the designs are finalized in contract form and implemented through a design-build process. To develop a comprehensive mitigation plan that responds to the issues delineated above, MassDOT should convene a subcommittee of the Task Force tasked with providing input on an ongoing basis. Task Force members bring to the table deep expertise in riverbank remediation project, flood plain management, and stormwater planning. The mitigation plan and subsequent FEIS will greatly benefit from drawing on Task Force members' expertise throughout the development process. Additionally, the FHWA and MassDOT should engage additional members of the public that are representative of the diverse communities affected by the Allston Multimodal Project to provide input on designs. Thank you for the opportunity to comment. CLF looks forward to comprehensive implementation of our recommendations in the Draft Environmental Impact Statement.	The project team agrees that the public involvement process for the I-90 Allston Multimodal project is among the most robust ever offered by MassDOT. The Project Task Force convened to participate in that process does include well-resourced institutes such as Harvard and Boston University, but also includes the Allston-Brighton CDC, the Allston Civic Association, and representatives from the Allston neighborhood who are there as citizen participants aligned with no particular organization. As part of the NEPA process, we have reached out to applicable city agencies in Boston, Brookline, and Cambridge to determine the language populations around and bordering the project area such that materials and advertisements can be made available in languages as diverse as Amharic in parts of Cambridge. All materials placed on the project website are made compliant for those using assistive technologies to engage with the internet. The project will continue to obtain input on the proposed parkland from the Project Task Force and members of the general public as we have to date. We will be able to gather more useful input as designs settle and conversations regarding park features and amenities become feasible. Efforts to break theProject Task Force into subcommittees addressing various topics have in the past proven impractical since group members wish to discuss all aspects of the project and have resisted dividing into smaller groups. The resistance to division is so strong that Project Task Force members sometimes complain that workshop style meetings wherein they rotate through tables discussing various topics bother them since it limits their interaction as a full group.
349	CLo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
350	CMal	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
351	CMas	1	12/11/2019	NOI	Dear Messrs. McEwen and O'Dowd, I am writing concerning the I-90 multimodal project Notice of Intent (NOI) of a proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period.	See Response to Frequently Received Comment #8.
352	CMas	2	12/11/2019	River users impacts	The rowing and boating communities are very interested and concerned about the I-90 plan to put a bridge over the river which extends out 150 feet into the channel. Charles River Alliance of Boaters (CRAB) and the Charles River Conservancy have requested the designers to reconfigure the bridge to hug the shoreline in a close curve to minimize encroachment on the river. Additional concerns are:	See Response to Frequently Received Comment #8.
353	CMas	3	12/11/2019	construction staging, river impacts	- Any narrowing of the river dramatically affects river traffic safety - Safety impact of construction barges, lighting - 10 years is not "temporary" - Environmental impact of bridge supports causing river sediment to accumulate - Lights from automobile traffic affecting river user visibility before dawn and after dark - Noise and light pollution	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
354	CMas	4	12/11/2019	construction alt analysis impacts	Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including: - provide a plan of the proposed trestle element, - set out its purpose and why it is needed; - present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach.	See Response to Frequently Received Comment #8. See Section 2 of the Scoping Summary Report for a description of the Project's Purpose and Need. See Section 5.2.1 of the Scoping Summart Report for a description of the No Build Alternative. A detailed analysis of environmental impacts for a reasonable range of alternatives and identification of the Preferred Alternative will be provided in the Draft Environmental Impact Statement.
355	CMas	5	12/11/2019	construction alt analysis impacts	I would like to add my voice to request that the Draft Environmental Impact Statement scope require that MassDOT address each of these elements, and conduct the following three processes: 1. Develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required.	See Response to Frequently Received Comment #8.
356	CMas	6	12/11/2019	River users impacts	2. Work with the Charles River Alliance of Boaters as well as the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them.	See Response to Frequently Received Comment #8.
357	CMas	7	12/11/2019	construction alt analysis impacts	3. Evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river.	See Response to Frequently Received Comment #8. A detailed analysis of environmental impacts for a reasonable range of alternatives and identification of the Preferred Alternative will be provided in the Draft Environmental Impact Statement.
358	CMas	8	12/11/2019	construction impacts	The scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	See Response to Frequently Received Comment #8.
359	CMat	1	12/6/2019	River impacts, staging	Dear Allston I-90 Project Team, I am writing to voice my concerns about MassDOT's current project plan for the Mass Pike Allston Interchange project. I would ask that you reconsider relocating Soldier's Field Road in the river during the construction project. I am concerned that the road would jeopardize the health of the Charles River and impact the access that boaters have to the river. My family has a long history of using the Charles River and throughout that history, the Charles River has seen many changes. My mother, who was born in 1939, told stories about swimming at Magazine Beach as a young child. I did some research, and in 1949 swimming was prohibited at Magazine Beach because the river was too polluted. Thirty-nine years later, when I started rowing on the Charles River in 1988, the river was still polluted and not safe for swimming. You could see and smell raw sewage in the river after a rainstorm and it wasn't uncommon to see dead fish floating by while I was rowing. Jump forward another thirty years and thanks to the hard work of many, today the Charles River is much cleaner. Rarely do I see dead fish when I am rowing now. At times it is even safe to swim in! While the amount of raw sewage draining into the river has been reduced there is still lots of pollution draining into the Charles and hard work to do to continue to restore the health of the river. I am concerned that building a temporary road in the river is risky for the long term health of the Charles River. I am concerned about stormwater runoff, increased contamination levels and habitat and sediment disturbance. Rather than constructing a road in the river, I would urge you to find another alternative and restore a natural river edge with plantings that will filter and clean the water that runs into the Charles River. The other change that I have observed in the thirty years that I have been rowing on the Charles is the increase in river traffic by boaters. Rowers, powerboaters, sailors, canoe/kayakers and stand up paddleboarders all share the water. River access has increased through new boathouses that have been built (Community Rowing and Northeastern), the Charles River Canoe/Kayak rentals and the growth of junior rowing at clubs all along the river. At times it can be crowded! It's not clear to me that the project team has a clear understanding of the number of people who travel on the river every day. Has there been a traffic study? I am concerned that the construction of a road in the river would be a significant disruption for the many boaters who currently use the river and put at risk the increase in public access to the river that has grown over the past thirty years. I urge you to reconsider the plan to build a temporary road in the Charles River as part of the I-90 project. It would be a shame to take a step backward in the efforts to clean up the river and to disrupt public access when the I-90 project could be an opportunity to join in and support the long term efforts of so many to protect and enjoy the river.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
360	CMc	1	12/5/2019	Transit	Hello, I wanted to give thoughts on the I-90 project. The first comments is that for the amount of money being spent on this highway, it doesn't seem like we're increasing the number of people that can be moved through the corridor and support future growth. The only way this can be done is by adding capacity through mass transit and other non-private vehicle modes. I don't believe the new I-90 would even have bus only lanes, and it seems maintaining the commuter rail is an afterthought, let alone provide an expansion of service in the corridor. I also don't understand why we are keeping Storrow drive when that can be merged into I-90 early on. Having two highways next to each other doesn't seem like it makes sense, with all the ramps that are needed. At least during construction it can be closed so we don't have to build over the river.	See Responses to Frequently Received Comments #8, #9, and #11.
361	CMc	2	12/5/2019	West Station	Some other specific thoughts: 1.The construction of West Station should be accelerated, and the design should include four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. Additionally, in the current proposal, trains at West Station are projected to run once an hour, nowhere near frequent enough to improve on-time performance and reliability.	See Responses to Frequently Received Comments #1, #4 and #7.
362	CMc	3	12/5/2019	Staging	2. Soldiers Field Road being temporarily built IN the Charles River during the 10 year construction period will cause river narrowing, harm water quality, and seriously impact the shoreline of the river.	See Response to Frequently Received Comment #8.
363	CMc	4	12/5/2019	Ped/ bike access	3. In the current plan there is a new Franklin Street Footbridge being designed with four switchback hairpin turns, which are unsafe for walking and biking. Instead, a safer option should be designed to connect North and South Allston.	See Response to Frequently Received Comment #4.
364	CMc	5	12/5/2019	Ped/ bike access, Agganis Way	4. In addition, a footbridge at Agganis Way should be added to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
365	CMc	6	12/5/2019	Parkland	5. Instead of building a new train storage rail yard directly next to the Wadsworth Street neighborhood, which will decrease quality of life for those who live there, a park and multi-use path should be built as a buffer between the neighborhood and the tracks.	See Responses to Frequently Received Comments #1 and #4.
366	CMc	7	12/5/2019	Bus lane	6. Dedicated bus lanes should be included on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
367	CMc	8	12/5/2019	Trains	7. There are currently no plans to offer additional commuter rail or bus service during the construction period. In order to reduce disruption, these services should be significantly increased, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
368	CMc	9	12/5/2019	Staging, river impacts	8. Due to the environmental concerns for the Charles River and the disruption to multimodal traffic that this project will have, the design options should undergo thorough comparison to select the one that causes the least harm.	See Response to Frequently Received Comment #8. A comparison of reasonable alternatives described in Section 5.4 of the Scoping Summary Report will be provided in the Draft Environmental Impact Statement.
369	CMcCa	1	12/5/2019	West Station	To the Allston !-90 Project Team, Thank you for the opportunity to comment on the proposed plan. I want to provide some input for the project as currently devised: Given the nearly decade of work that is foreseen with this project and the massive amount of work involved and the disruption that it will cause commuters of all kinds - driving, riding bus or trains, walking or riding bikes, I strong urge to consider a more robust plan that includes the following: 1) The plan to build and serve West Station needs to be at the top of the priority list. Nearly 20,000 commuters already ride the Framingham/Worcester MBTA commuter rail line and the demand will only increase during the span of this project, given that many of the express MBTA bus routes that use the Mass Pike will also be impacted. Building, opening and providing high frequency service should be a top priority. Look to the efforts that NYC went to for the closure of the L Street Subway along 14th Street in Manhattan as an example. Making it easier for people to get out of their cars is key.	See Responses to Frequently Received Comments #4 and #7.
370	CMcCa	2	12/5/2019	Parkland, ped/ bike access	2) Ensuring temporary and permanent walking and biking routes is critical as well. Ensuring that Allston residents can get to/from the riverside trails and that those trails are maintained and even widened is critical. it seems that cars over people is getting priority both during construction as well as in the final alignments. A key feature of this project should be reconnect people and neighborhoods to the Charles River and improved pedestrian and bike access.	See Responses to Frequently Received Comments #2 and #9.
371	CMcCa	3	12/5/2019	Staging	3) A temporary, ten roadway in the river to replace Soldier Field Road shouldn't even be on the table. First, a decade long road is permanent, not temporary. Second, the Boston area has spent billions to improve the parklands and the water bodies surrounding Boston and the Charles is the cleanest its been in nearly a century. This would rollback those improvements. People and environment should be top priority. Thank you for your time.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
372	CMcK	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. The Commonwealth has made great strides in improving the water quality and health of the river. Please don't undo all that good work through a misguided plan to use the river as part of the staging and construction of this project. Thank you for your consideration.	See Response to Frequently Received Comment #8.
373	CMe	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
374	CMH	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
375	CMor	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
376	CN	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
377	COB	1	12/12/2019	transportation, transit access and open space	Dear Administrator McEwen & Director O'Dowd, Thank you for the opportunity to comment on the NEPA Scope Report for the 1-90 Allston Multimodal Project. This project will be transformative for Boston and the entire region. We appreciate your engagement of the community throughout this process. Your effort and collaboration has already resulted in a strong approach. Throughout the planning of this project, the City has prioritized three goals: that the critical transportation and transit infrastructure in this corridor be brought into a state of good repair; that the realigned I-90 open up space for a vibrant neighborhood that is anchored by high quality transit access; and that the design of that neighborhood increase access to open space for the surrounding community. With a focus on those three goals, we wanted to provide additional specific feedback, starting with high quality transit access.	The Project sponsors believe the City of Boston's goals as described here are reflected in the Purpose & Need of the Project described in Section 2 of the Scoping Summary Report. MassDOT and FHWA will continue to work with the City of Boston throughout the environmental review process.

#	ID	Number	Date	Topic	Comment	Response
378	COB	2	12/12/2019	West Station	High Quality Transit We believe that, for the benefit of the region, West Station must be a major multimodal node in the MBTA system -- on par with Back Bay Station or Ruggles Station. That is why we were pleased to work with the State to design the future road network to support bus rapid transit connections to the station. That is why we are thrilled that MassDOT chose to reconstruct the Grand Junction Bridge as part of this project. And, that is why we were so heartened when the State's Fiscal & Management Control Board adopted resolutions that clearly supported frequent, all-day service across the MBTA's commuter rail network, including the Worcester Main Line and West Station. We believe, however, that the current design of West Station does not match this vision and these actions.	See Responses to Frequently Received Comments #4, #6 and #11.
379	COB	3	12/12/2019	West Station	Four Tracks, Two Platforms at West Station: In particular, we believe that the three track West Station could cement in place inferior rail service in a neighborhood that needs better transit access today. A three track West Station will mean that either the Worcester Main Line or the Grand Junction service will be limited. As a result there will either be fewer direct connections from points west to Allston, Harvard University and Boston University; or few direct connections from those hubs to MIT, Kendall Square and North Station. To be able to support the level of service that matches the level of need, we request that the West Station be built as a four-track, two-platform station from the start. If it is decided that this is not needed, we request that this decision be well justified by a thorough, third-party transit analysis that shows that a three-track West Station can easily meet the service model endorsed by the FMCB. Additionally, we would request that the Station be laid out so that adding a fourth track in the future could be done with as little disruption and cost as possible.	See Responses to Frequently Received Comments #4, #6 and #11.
380	COB	4	12/12/2019	rail, West Station	Reconsider the Construction of Express Tracks: Building two express tracks that bypass West Station is at odds with the City's vision for West Station. In addition to providing a direct connection to MIT and Kendall Square, West Station will service Boston University, Harvard University, the Allston community and its new neighborhood at Beacon Yards. We believe these are not places to bypass. At most there should be one track on the south side, which could support express service to and from key destinations west on Worcester Main Line.	See Response to Frequently Received Comment #4.
381	COB	5	12/12/2019	traffic models	Future CTPS Transportation Modeling Assumptions: On December 11, 2019, the Allston 1-90 Task Force was presented with the preliminary results of, and assumptions behind, the CTPS 2040 Build transportation modeling for the 1-90 project. The Task Force was informed that this transportation model would form the foundational basis for all transportation modeling for the MEPA and NEPA environmental review processes going forward.	See Response to Frequently Received Comment #11.
382	COB	6	12/12/2019	West Station	The Task Force learned that the modeling for West Station assumes "service policy" levels of service at West Station. "Service policy" assumes approximately three (3) morning peak hour and three (3) evening peak hour stops at West Station and approximately nine stops per day. In no way do these service levels remotely reflect the service levels that would be needed to achieve the Rail Vision, which would include 4 stops per hour at West Station on the Worcester Main Line alone. The service policy level of service assumption is severely flawed. Not only are these assumptions inconsistent with the MBTNs approved Rail Vision, they produce modeling results that would ultimately yield excessive automobile mode share and lead to oversized streets and undersized transit service facilities (i.e., West Station). Moreover, the auto mode share thereby assumed would be significantly higher than contemplated by the City of Boston's long term transportation plan, Go Boston 2030, and would result in unacceptable levels of greenhouse gas emissions. It is therefore extremely important that instead of incorporating service policy assumptions, the CTPS modeling assumptions be modified to reflect service frequencies contemplated by the MBTAs Rail Vision.	See Responses to Frequently Received Comments #4 and #11.
383	COB	7	12/12/2019	open space	Community Connections to Open Space The State has been a great partner in designing a street network in this area that will support a vibrant, mixed-use neighborhood. There remain, however, important additional connections to review and, at a minimum, to not preclude as part of this project. These elements center on connecting Allston and area residents to the Charles River, an asset that it has been increasingly disconnected from because of transportation infrastructure decisions made in previous decades. As noted in the document: "The City of Boston Open Space and Recreation Plan 2015-2021 identifies Allston/Brighton neighborhood as containing fewer acres of protected open space per 1,000 residents compared to city averages. The Open Space Plan identifies Allston as lacking in usable open space and anticipates an increasing need for such open space as the neighborhood developers further."	See Section 2 - Purpose and Need of the Scoping Summary Report. The Project would provide or allow for connections from the Allston, Brighton, Brookline, and Boston University neighborhoods to the Charles River Reservation, and upgrade the PDW Path to provide a two-way pedestrian and bicycle facility.
384	COB	8	12/12/2019	People's Pike	Open Space Buffer Path: There have been discussions and proposals that have shown a walking and biking path on the south side of this project that connects the Allston community, Beacon Yards and West Station to the Charles River. Certainly, space is limited in this area. For the City, our priorities for this limited space should be, first, a fourth platform track at West Station; second, a multimodal bicycle-pedestrian path along the lines that contemplated by the Flip originally proposed by Harvard University; and third an express track on the south side. Because a direct pedestrian and bicycle connection from Allston to the Charles River is a high priority for our community which currently lacks adequate connections to the Charles River, we believe it is important that the I-90 Project design incorporate--or, at the very minimum not preclude--a high-quality multimodal path running parallel to the Cambridge Street bypass road, ultimately connecting directly to West Station and the Charles River.	See Responses to Frequently Received Comments #2 and #4.
385	COB	9	12/12/2019	Franklin Street Bridge	Additional Connections to Open Spaces: We continue to be very supportive of incorporating a redesigned and reconstructed Franklin Street Bridge in the first phase of project construction. At the same time, we share the concerns expressed by the community that the switchbacks contained in the current design could pose safety concerns and might discourage use. We would support revisiting the design in this regard. In addition, connections from Agganis Way to the Paul Dudley White Path and from the BU Bridge to the Paul Dudley White Path should not be precluded as part of this project and, if possible, built	See Response to Frequently Received Comment #4.
386	COB	10	12/12/2019	Landscape	Landscape Aprons on Bridges Spanning Turnpike: The BPDA's Placemaking Report recommended that width be added to the bridges spanning over the Turnpike to West Station include "landscaped aprons" to provide "visual and landscape amenities to support a pleasant pedestrian and bicycle environment". Thus far the bridge designs do not include these aprons but should.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
387	COB	11	12/12/2019	Environmental Impact& mitigation of construction staging	Environmental Impact & Mitigation The length of this project and its potential for significant disruption cannot be minimized, and we know how important addressing this is for the State. Understanding the Environmental Impact of Removing the Trestle: The report states that due to the limited staging area for construction, Soldiers Field Road and the Paul Dudley White Path will need to be relocated temporarily (that is, up to 10 years during construction) into the Charles River. Potential construction methods include installing (and later de-installing) steel pylons and/or fill. Either method would involve substantial "temporary" alteration to the riverbed and shoreline. Construction of the temporary trestle in the Charles River would also presumably involve considerable construction related impacts such as noise, vibration, air quality, water quality, wetland, and other environmental impacts. Given that such extensive alterations to the river and riverbed are already being contemplated during the more than 10 year construction time period, and given the considerable construction that are bound to be associated with the impacts of both installing and then de-installing the temporary trestle bridge, we would urge that the Draft Environmental Impact Statement fully analyze all the environmental impacts associated with construction and deconstructing the temporary trestle.	See Response to Frequently Received Comment #8 and #9. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.
388	COB	12	12/12/2019	transportation during construction-mitigation	Managing Transportation During Construction -Mass Transit: MassDOT deserves significant credit for their work handling communications and coordination associated with the Commonwealth Ave over Mass Pike Bridge replacement. That project serves as a good foundation for this one, which will require even greater coordination and communication. We are especially concerned about the lengthy period of time during which travel along this principal east-west corridor will be negatively impacted. The impacts upon air quality, congestion, commute times, along with the economic costs, cannot be overstated. We believe that it will be critical to require a range of construction related mitigation, including but not limited to the following: A dedicated person(s) focused on communicating with stakeholders throughout construction about the status of the project and its impact on the transportation network; Maintenance of two Worcester Main Line (WML) tracks during construction; Increased frequency of the WML; Early implementation of West Station in the overall construction schedule; Additional express bus service, particularly along the Mass Turnpike during construction; Temporary ramps near St. Mary's Street/Beacon Street to reduce the number of vehicles using the Allston exists; An ADA compliant, alternate route to the Franklin Street bridge during construction. Improvements to Paul Dudley White path on the opposite side of the Charles River along Memorial Drive (see below). A detailed construction term mitigation plan should be developed to address these issues and concerns and analyzed as part of the Draft Environmental Impact Statement.	See Responses to Frequently Received Comments #9 and #10.
389	COB	13	12/12/2019	bike/ped access during construction	Managing Transportation During Construction -Paul Dudley White Path.: During various stages of construction, access to and along the Paul Dudley White (POW) path will be limited or constrained. Improving the PDW path on the opposite side of the Charles River along Memorial could go a long way towards mitigating these limitations and constraints. The Memorial Drive side of the PDW is now under design with DCR's Memorial Drive Phase III project. The OCR project is exploring upgrades to the path to provide separate bicycle and pedestrian facilities wherever possible. However, OCR has not yet committed to a construction timeframe. We would urge that the construction be funded in time for completion prior to construction of the 1-90 project to help mitigate construction impacts on the PDW on the Boston side of the river.	See Response to Frequently Received Comment #9.
390	COB	14	12/12/2019	West Station	Additional Notes In addition to the comments above, which are focused on the three priority areas for the City, we would like to offer some additional specific suggestions. Coordination with. the West Station Transit Study: The West Station Transit Study currently being led by MAPC (which commenced in summer 2019 and is expected to be completed by mid-2020) will be examining many of the issues that, according to the Scoping Report, will also be addressed in the Draft Environmental Impact Statement--in particular, future development; the demand for future transit service; financial economic impacts and benefits; housing impacts; among other issues. For these reasons, we would encourage the sharing of the West Station Transit Study work scope with the Project Draft Environmental Impact Statement team as well as ongoing communication between the Draft Environmental Impact Statement team and West Station Transit Study teams and consultants, so that where there is overlap in scope and analyses, these can be shared and coordinated for sake of consistency.	See Response to Frequently Received Comment #11.
391	COB	15	12/12/2019	safety, commuter rail operation, TDM, rail layover	Section-by Section Comments on the Scoping Report: We would also offer the following specific suggestions about specified sections of the Scoping Report. In Section 2.2.B, Safety, we suggest adding an additional section describing how pinch points in the project area along the Paul Dudley White Path create safety concerns as they increase the likelihood of collisions between bicyclists and pedestrians. In Section 2.2.C.l, Commuter Rail Operations, it should be noted that the existing transportation system would not enable the MBTA:s Rail Vision in that it would not allow the level of commuter rail and urban rail service envisioned by this plan. Section 2.2.C.2, Transit Demand and New Connections, points future transit demand and the need for new connections that will be created by growing demand in Allston but again fails to mention the demand for future service to be very likely to be generated by Kendall Square, the Longwood Medical Area, Boston University, Harvard University, Section 2.2.C.3, Commuter Rail Layover, states that the MBTA has determined that the layover capacity is insufficient to store trains and conduct midday servicing activities. However, no analysis substantiating this conclusion is provided or referenced. Section 2.2.D.4, Mobility limitations and Transportation Access with the Project Area, acknowledges future development in the Harvard University Institutional Master Plan and Boston University but fails to mention major future development potential in Kendall Square and the Longwood Medical Area (LMA), which will certainly impact the demand for transit service through West Station. We strongly recommend that future development in these areas be referenced and quantified, since these numbers are available.	See Responses to Frequently Received Comments #1, #4, #6 and #11.

#	ID	Number	Date	Topic	Comment	Response
392	COB	16	12/12/2019	Charles River restoration	Restoration of the Charles River Bank and New Open Space: Construction of the original Massachusetts Turnpike project in this location resulted in the degradation of the size and quality of historic open space along the Charles River. This proposed Allston 1-90 Multimodal Project creates the opportunity to restore, at least partially, this open space. We understand that MassDOT has concerns about the viability of permitting the Project if it were to include expansion of Charles River bank and open space. However, we wonder if those permitting challenges might be surmountable if the project Purpose and Need were amended to include restoration of the Charles River Bank and Open Space. If so, we believe amending the Purpose and Need in this way would be a worthy action. floodplain Impacts: The Scoping Report should not rely solely on the FEMA flood maps. Through its Climate Ready Boston project, the City has conducted extensive flood modeling for many flood prone areas of the City including the project area. Results of the City's research and work through Climate Ready Boston can be found at https://www.boston.gov/departments/environment/preparing-climate-change. Our project team would be happy to sit down with the Draft Environmental Impact Statement team to discuss the project's implications for the Allston 1-90 Project further.	See Response to Frequently Received Comment #2. A description of methods to be used to evaluate floodplain impacts and future resiliency considerations can be found in Section 4.2 of the Scoping Report (2019). The Project team will consider the suggestions provided here during development of the Draft Environmental Impact Statement.
393	COB	17	12/12/2019	noise, schedule/timeline, public involvement	Noise: The noise impacts section should focus more on construction related noise impacts of the temporary trestle--especially if it is determined to use steel pilings. These impacts could have significant implications for Boston neighborhoods as well as neighborhoods across the river in the City of Cambridge. Air Quality: The scope and extent of transit service both during construction and post-construction (long term) will have significant implications for local and regional air quality. This section should account for air quality impacts of a) more or less transit service during construction b) more or less transit service over the life of the project. Schedule/Timeline: We would request that the project timeline be consolidated into a single location rather than spread throughout the report, so that all the significant project milestones can be viewed together. For example, the chart in Table 3 on page 69 shows high level milestones but does not include key milestones as shown on pages 1 and 2 of the MA Division Permitting Timetable Worksheet, many of which would be important for the public to know. Public Involvement: We would request that along with the public information meetings described in the Public Involvement Plan, FHWA also conduct regular meetings with the Allston 1-90 Task Force. Having spent over 5 years working on this project, the Task Force has detailed familiarity with the project, brings together diverse community stakeholders, and provides an excellent opportunity for "one-stop community and stakeholder consultation" as this important project continues to move through the design and permitting process.	See Responses to Frequently Received Comments #8 and #9. A full noise analysis will be provided in the DEIS. Noise and vibration will be assessed for construction period and operations period (i.e., after construction) impacts, including a quantitative analysis of highway, rail, and transit project components in accordance with FHWA regulation 23 CFR 772, MassDOT Type I and Type II Noise Abatement Procedures, and the Federal Transit Administration "Transit Noise and Vibration Impact Assessment" guidance manual. Accordingly, the assessment will cover the noise impacts of the temporary trestle (only needed under the SFR Hybrid Option), including its installation and operations, both of which would occur during the construction phase of the Project. MassDOT will also evaluate the potential for any necessary noise mitigation for specific areas, including areas in Boston and Cambridge. Impacts to air quality from a reasonable range of alternatives (see Section 5.4 of the Scoping Summary Report) will be provided in the Draft Environmental Impact Statement. FHWA's involvement in the Task Force meetings came to an end because FHWA must maintain an unbiased position to consider the needs and impacts of all interested parties, not just the project sponsors, and ensure the NEPA process proceeds in a fair and balanced way. Scheudule and Timeline - It is premature to prepare a detailed permit schedule. A preliminary schedule of permits for the Project can be found at https://www.permits.performance.gov/.
394	COC	1	12/12/2019	sustainable transportation, parkland, noise mitigation	Mr. McEwen and Mr. O'Dowd, Thank you for the opportunity to comment on the draft Allston I-90 NEPA Scoping report. Given the size and importance of this project and the impacts it will have on transportation in the Boston/Cambridge region, a thorough review of the project need, alternatives and their impacts will be an important step in finalizing the design and permitting for the Allston I-90 project. The draft scoping document provides a good base for reinforcing additional needs in the Purpose and Need of the project from the Cambridge perspective, which focus on mitigating impacts of the existing highway infrastructure and the replacement planned project. Cambridge's comments on the Purpose and Need of the project continue to focus on core elements which need to be included that have been continually identified by the City as project priorities: - Priority and expansion of sustainable transportation including bus and rail passenger service and pedestrian and bicycle circulation - Providing additional parkland as a space for people, watershed ecosystem, shade trees and climate resilience measures - Noise mitigation of both existing and future transportation noise, including during construction, as well as buffering facilities with landscaping to reduce visual impacts	See Responses to Frequently Received Comments #2 and #9.
395	COC	2	12/12/2019	Parkland, pollution, noise impacts	Cambridge's comments on the Purpose and Need of the project continue to focus on core elements which need to be included that have been continually identified by the City as project priorities: - Priority and expansion of sustainable transportation including bus and rail passenger service and pedestrian and bicycle circulation - Providing additional parkland as a space for people, watershed ecosystem, shade trees and climate resilience measures - Noise mitigation of both existing and future transportation noise, including during construction, as well as buffering facilities with landscaping to reduce visual impacts	See Responses to Frequently Received Comments #2 and #9.

#	ID	Number	Date	Topic	Comment	Response
396	COC	3	12/12/2019	Sustainable transportation, West Station, Rail	The Purpose and Need should clearly identify the expansion of sustainable modes including bus, rail, walking and bicycling as priorities, so that future development can meet mode splits anticipated by Go Boston 2030 and state goals. Current space constraints with existing infrastructure make it difficult to expand connections and facilities for these modes. Creating transit capacity through an expanded West Station with four track capacity for more frequent (minimum half hour headways) commuter rail and future passenger service to Cambridge on the Grand Junction and beyond should be a stated need. Bridging the division created by the current viaduct by creating additional pedestrian and bicycle facilities should also be part of the Purpose and Need. While some connections are included in the current alternative, priority should be given to additional connections such as reconstruction of the Grand Junction river crossing, to connect with the planned Grand Junction Path through Cambridge, and connections to the Paul Dudley White Bike Path. Connections to Commonwealth A venue for this path system are also important.	See Responses to Frequently Received Comments #2, #4, #5, #6 and #7. Under NEPA, the Purpose and Need defines the deficiencies (need) that the project sponsor is trying to address and describes what the agency should consider to address these deficiencies (purpose). Accordingly, the mode split and goals referenced in the comment would not be appropriate for the Purpose and Need itself, as described in the Response to Frequent Comment #2. The Project would incorporate bus, rail, bicycle, and pedestrian facilities, including north-south and east-west connections. As indicated in Response to Frequent Comments #4 and #6, the updated four track, three platform West Station layout has been designed so that the GJR and West Station layouts would not act as a constraint for future aspirational service. Additional details are in the responses referenced above.
397	COC	4	12/12/2019	Transit, ped/ bike access, GJ	Sustainable Transportation The Purpose and Need should clearly identify the expansion of sustainable modes including bus, rail, walking and bicycling as priorities, so that future development can meet mode splits anticipated by Go Boston 2030 and state goals. Current space constraints with existing infrastructure make it difficult to expand connections and facilities for these modes. Creating transit capacity through an expanded West Station with four track capacity for more frequent (minimum half hour headways) commuter rail and future passenger service to Cambridge on the Grand Junction and beyond should be a stated need. Bridging the division created by the current viaduct by creating additional pedestrian and bicycle facilities should also be part of the Purpose and Need. While some connections are included in the current alternative, priority should be given to additional connections such as reconstruction of the Grand Junction river crossing, to connect with the planned Grand Junction Path through Cambridge, and connections to the Paul Dudley White Bike Path. Connections to Commonwealth A venue for this path system are also important.	See Responses to Frequently Received Comments #2, #4, and #6.
398	COC	5	12/12/2019	Parkland, throat	Parkland While additional parkland is being considered in the alternatives, space along the river continues to be constrained in the "throat area" by the need for wider highway shoulders. Creating additional space for paths, trees and an improved riparian environment should be part of the Purpose and Need. Alternatives should also be included that look at filling a part of the river at its widest section to create additional parkland that can accommodate separate pedestrian and bicycle paths, trees and landscaping for shade to mitigate anticipated future temperature rise, as well as features that can clean stormwater and help to create a more resilient environment in the river basin, given forecasted changes in the intensity of storms and weather. This expanded space could be used in the short-term for construction staging in place of constructing a temporary viaduct in the river and avoiding its adverse effects on the river.	See Responses to Frequently Received Comments #2, #3, and #8.
399	COC	6	12/12/2019	Parkland	Parkland While additional parkland is being considered in the alternatives, space along the river continues to be constrained in the "throat area" by the need for wider highway shoulders. Creating additional space for paths, trees and an improved riparian environment should be part of the Purpose and Need. Alternatives should also be included that look at filling a part of the river at its widest section to create additional parkland that can accommodate separate pedestrian and bicycle paths, trees and landscaping for shade to mitigate anticipated future temperature rise, as well as features that can clean stormwater and help to create a more resilient environment in the river basin, given forecasted changes in the intensity of storms and weather. This expanded space could be used in the short-term for construction staging in place of constructing a temporary viaduct in the river and avoiding its adverse effects on the river.	See Responses to Frequently Received Comments #2, #3, and #8.
400	COC	7	12/12/2019	Noise Impacts	Mitigation of Current and Future Noise and Transportation Impacts The Purpose and Need should acknowledge that when the current viaduct was constructed, substantial vehicle noise and associated pollution were created and that these affects should be mitigated by the project. Cambridgeport, including Magazine Beach Park (2nd largest park in Cambridge) experience noise and pollution from the Turnpike which could be mitigated through the inclusion of noise walls and other noise reducing technology. The preferred alternative has opportunities to includes some noise mitigation and this effort should be maximized.	See Response to Frequently Received Comment #9.
401	COC	8	12/12/2019	River impacts, staging	Additional Analysis to include in the Draft Environmental Impact Statement For each alternative considered, there should be appropriate mitigation proposed for the impacts of that alternative. This is essential in order to evaluate each alternative and illustrate how well impacts, including during construction, can be mitigated. Enhanced transit and other sustainable mode improvements would greatly enhance mobility in the Cambridge/ Allston area and should be proposed for the extended 8-10 year construction period.	See Response to Frequently Received Comment #9.
402	COC	9	12/12/2019	Noise Impacts	Mitigation of Current and Future Noise and Transportation Impacts The Purpose and Need should acknowledge that when the current viaduct was constructed, substantial vehicle noise and associated pollution were created and that these affects should be mitigated by the project. Cambridgeport, including Magazine Beach Park (2nd largest park in Cambridge) experience noise and pollution from the Turnpike which could be mitigated through the inclusion of noise walls and other noise reducing technology. The preferred alternative has opportunities to includes some noise mitigation and this effort should be maximized.	See Response to Frequently Received Comment #9.

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403	COC	10	12/12/2019	alternatives analysis, mitigation	Additional Analysis to include in the Draft Environmental Impact Statement For each alternative considered, there should be appropriate mitigation proposed for the impacts of that alternative. This is essential in order to evaluate each alternative and illustrate how well impacts, including during construction, can be mitigated. Enhanced transit and other sustainable mode improvements would greatly enhance mobility in the Cambridge/ Allston area and should be proposed for the extended 8-10 year construction period.	See Response to Frequently Received Comment #9.
404	CO'H/BC High	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Also, as an Allston Brighton resident, I am concerned at how this would disrupt our community and surrounding areas for the 8- 10 years of construction. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
405	Cok	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
406	Com.Row	1	12/12/2019	River user impacts, river impacts, ways to minimize trestle impacts	The proposed trestle, carrying four lanes of Soldiers Field Road and the Paul Dudley White bike path will occupy a significant portion of the water sheet and will be a significant impediment to safely segregated river traffic. In addition, the trestle will have ecological impacts on the Charles River that will long outlast the placement of the trestle in the river. We ask that the project team further study any and all alternatives in construction planning that would not require the placement of a trestle bridge in the Charles River. If, after careful consideration of all alternatives, it is decided that the only way to complete the project is by placing a trestle in the river, the project team must study all of the following: A) Reduce to the greatest degree possible the extent to which the trestle intrudes into the river by aligning the shortest possible bridge as close to the Boston shoreline as possible. B) Install wave attenuation features to reduce wave reflection from both the trestle and the proposed sheet pile along the Boston shoreline. C) Study and reduce pollution from runoff to preserve the delicate ecological balance in the river. D) Study and mitigate to the greatest extent possible permanent impacts to the river including increased sedimentation and growth of invasive species. E) Work with the boating community to plan construction methods that maintain a clear right of way for river users throughout the installation and removal processes. F) Study and explain all plans to return the river to its original condition or better at the conclusion of the project, including restoring the river bottom to its original depth. The reconstruction of 1-90 and Beacon Yards is an opportunity improve the neighborhood and the Charles River for generations to come, but it must be done properly and with care to preserve and improve the river, not harm it in ways that can never be reversed.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
407	CP	1	12/11/2019	River impacts, river users impacts	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
408	CR	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I am impressed with MassDOT's Charlesgate/Storrow Dr. planned construction project. I would like to see the same innovated thinking for the Allston Project. Please, consider upping your game!	See Response to Frequently Received Comment #8.
409	CRA	1	12/12/2019	project goals, economic development	Dear Administrator McEwen and Director O'Dowd, The Cambridge Redevelopment Authority (CRA) appreciates the opportunity to comment on the 1-90 Allston Multimodal Project's (the "Project") National Environmental Policy Act (NEPA) Scoping Report. As we expressed in our comments to the Project's Draft Environmental Impact Report submission, the CRA has a deep interest in the 1-90 Allston Multimodal Project and its impacts on the transportation system of the metropolitan area. The redevelopment of the Allston area represents a unique opportunity to create a regional innovation district to complement Kendall Square. Further, this Project will be key to establish connectivity between major nodes in Boston and Cambridge. After reviewing the Scoping Report, the CRA feels the Project should be revised to better support public transit, pedestrian, and bicycle-oriented development, and regional connectivity between central Massachusetts, Boston and Cambridge, and that the analysis undertaken under NEPA should study those factors carefully. The Massachusetts Department of Transportation (MassDOT) and the Federal Highway Administration (FHWA) should also clarify their transit projections and mode-share goals for development in the area and adapt the Project to provide higher priority to transit facilities. The CRA believes that without these amendments the Project will not support sustainable and transit-oriented development for the area.	See Response to Frequently Received Comment #2 and Section 2 - Purpose and Need of the Scoping Summary Report. Multimodal - including rail, pedestrian and bicycle, bus, and passenger vehicles - transportation access within the Project Area is a major element of the Project's Purpose and Need.

#	ID	Number	Date	Topic	Comment	Response
410	CRA	2	12/12/2019	West Station, TDM model	Below is a list of recommendations which the CRA advises the FHWA Division Administrator and the MassDOT Acting Director of Bridge Project Management to consider when writing the Environmental Impact Statement {EIS): West Station - West Station should be completed in Phase One, its transit demand model methodology should be clearly described, and the station should accommodate four-track service for the Grand Junction and Worcester Main Line. The Scoping Report is silent on the phasing of West Station. As the CRA has stated before, it is essential that West Station be implemented in the first phase of the project to ensure transit-oriented rather than auto-centric development. In fact, rail and bus transit connections through this area should be utilized to provide a transit orient approach to mitigate the construction process. The EIS should be transparent about the methodology used to complete West Station's transit demand analysis. Accurately measuring future ridership for the station is imperative: for an urban development project of this potential impact. The Project should be informed by MAPC's West Station Area Transit study, and models should include projections of transit riders traveling to West Station via existing or new bus routes or those using urban rail on the rapidly growing Grand Junction corridor. Estimates should also assess the complete scale of development under consideration in the Project and corresponding transit service, which will undoubtedly spur additional growth in adjoining neighborhoods. To facilitate easier transfers to Kendall Square via that Grand Junction Rail and enable more frequent service, West Station should accommodate four track service. Trains to West Station should also operate at a greater frequency than once an hour during peak times and once every three hours during off-peak times.	See Responses to Frequently Received Comments #4, #7, and #11.
411	CRA	3	12/12/2019	GJL and bike ped connections	Grand Junction Railroad Bridge & Bicycle and Pedestrian Connections: Rebuild the Grand Junction Railroad Bridge over the Charles River to accommodate two track service and a shared-use path with connections to the Paul Dudley White Path (PDW Path). If designed and planned for appropriately, the Project will be a critical transportation node within the larger regional system. West Station will link north-south bus routes, and western Massachusetts via the Worcester Main Line to the future Innovation Hub planned in Harvard's Allston Development, and to Kendall Square and ultimately North Station via the Grand Junction rail corridor. To date, there is not enough information on the design of the Project in the Scoping Report to understand transit and multi-modal path connections fully. It appears the Project provides a few pedestrian and bike connections across 1-90 and the rail yard, but that there are many missing links in this future network, specifically concerning connections between the POW and Grand Junction multi-use paths. In order to protect this vision and ensure Boston's regional transportation system will support the growing innovation economies in Boston and Cambridge, the Grand Junction Railroad Bridge over the Charles River must support two-track transit. The reconstruction of the Grand Junction Railroad Bridge over Soldiers Field provides a perfect opportunity to rebuild the Grand Junction Rail Bridge over the Charles River. Bicycle and pedestrian connections to the POW Path and West Station via the Grand Junction Railroad Bridge must also be part of the Project's plans. An adjacent shared use path connection cantilevered off the side of the new rail bridge would support multi-modal, intercity travel. If truly required for the construction of the Soldiers Field Road Hybrid Alternative, the area impacted by the temporary Soldiers Field Road trestle bridge extending over the Charles River, could provide an opportunity to enhance Grand Junction Rail and POW Path connectivity and provide a more generous wetland open space environment between the river and the roadway infrastructure.	See Response to Frequently Received Comment #6.
412	CRA	4	12/12/2019	Mode Share goals	Mode-Share Goals and Estimates: Define more aggressive mode-share goals, and design the Project's infrastructure to achieve those standards. The CRA strongly recommends the Project strives for and is transparent about a more aggressive mode-share goal, and that MassDOT and the FHWA design the new streetscape to achieve that standard. The new street system offers a unique opportunity to design a network that is accessible for all modes, including safe and comfortable pedestrian facilities (particularly connecting to West Station), roadway infrastructure that prioritize buses, and raised cycle tracks to facilitate multi-generational bike ridership. Instead the roadway designs seem to prioritize the storage of vehicles entering and exiting the freeway. This project could learn lessons from the CRA's experience over-building surface roadways for private automobiles in Kendall Square during the 1980's. It has caused the CRA, the City of Cambridge, and MassDOT to spend significant resources to redesign Kendall Square's roadways to be multi-modal streets, retrofitting the street system with raised cycle tracks and bus priority infrastructure that should have been included in the original roadway designs. To avoid this mistake the CRA highly recommends that the local street system be designed to accommodate facilities that supports robust multimodal use.	See Response to Frequently Received Comment #2 and Section 2 - Purpose and Need of the Scoping Summary Report. While mode share goals are not part of the Project's Purpose and Need, the Project would provide additional transit, bus, bicycle, and pedestrian facilities.
413	CRA	5	12/12/2019	West Station	Summary: The CRA feels that absent of the recommendations identified in this comment letter, that the Project will fail to be the regional transit node it has the potential to be, and will promote auto-centric rather than transit, bike and pedestrian oriented development. To summarize our comments, we suggest to following be included in the Project definition and NEPA analysis: 1. Plan to complete significant transit portions of the project in the first phase, and utilize those investment as part of the mitigation for congestion created during construction. 2. West Station's transit demand assessment methodology should be clearly explained, and consider the scale of development under consideration in the Project's surrounding areas and transit ridership traveling to West Station via existing or new bus routes or using urban rail on the Grand Junction corridor. 3. Include bicycle and pedestrian connections to West Station from the POW Path and the Grand Junction Multiuse Path via the Grand Junction Rail Bridge. 4. Define more aggressive transit, bicycle, and pedestrian mode-share goals for the EIS, and design the streetscape system to support safer multi-modal surface roadway facilities. Thank you for the opportunity to comment on the Scoping Report. The CRA looks forward to further review of this Project as it is refined, and hopes these changes will be made to ensure the Project will meet regional and local sustainable development expectations.	See Responses to Frequently Received Comments #2, #7, #9, and #11.

#	ID	Number	Date	Topic	Comment	Response
414	CRAB	1	12/12/2019	Staging, River impacts, river users impacts	The following letter is transmitted on behalf of the Charles River Alliance of Boaters concerning the recent I-90 multimodal project Notice of Intent (NOI), specifically its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period. Understanding that the NOI initiates the public process determining the scope of environmental review of the project under state and federal guidelines, we submit the following comments.	See Response to Frequently Received Comment #8.
415	CRAB	2	12/12/2019	Staging, River impacts, river users impacts	When MassDOT unveiled its concept for a temporary Soldiers' Field Road/Paul Dudley White path in a recent public meeting, it suggested that its construction is the necessary consequence of its commendable efforts to rebuild the roadways in a configuration that would reduce their public realm impacts in the project's "throat" area. Unfortunately, as presented, the proposed trestle bridge onto which it proposes to relocate these facilities during the construction period would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach.	See Response to Frequently Received Comment #8.
416	CRAB	3	12/12/2019	River impacts	Federal law grants protection to recreation areas and public historic properties of national, state, or local significance such as the Charles River Reservation, its river sheet and parkland; and prohibits agencies from using them for transportation purposes on either a permanent or temporary basis. Its implementing regulations require MassDOT to avoid directly or indirectly impacting such a property by impairing its functional use. If, after considering alternatives for avoiding intrusion into the protected area, MassDOT determines that no feasible alternative is available, the agency must minimize the harm created and mitigate its impacts. Furthermore, Federal Highway Administration (FHW A) guidance indicates that before approving a project that would use such a property, it must either determine that the impacts are de minimis or undertake a Section 4(±) Evaluation. In that case, it must find that all possible planning to minimize harm to the property has occurred. If such planning has discovered no feasible and prudent alternative that avoids the property, FHW A may select the alternative that causes the least overall harm to the property and its intended use.	See Response to Frequently Received Comment #8.
417	CRAB	4	12/12/2019	River impacts	Despite these requirements, the NOI fails to provide a plan of the proposed trestle element; set out its purpose and why it is needed; present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach.	See Response to Frequently Received Comment #8. See Section 2 of the Scoping Summary Report for a description of the Project's Purpose and Need. See Section 5.2.1 of the Scoping Summart Report for a description of the No Build Alternative. A detailed analysis of environmental impacts for a reasonable range of alternatives and identification of the Preferred Alternative will be provided in the Draft Environmental Impact Statement.
418	CRAB	5	12/12/2019		The purpose of this comment letter is therefore to request that the Draft Environmental Impact Statement scope require that MassDOT address each of these elements, develop options that would limit and mitigate temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, and provide a thorough evaluation of the impacts of each alternative on both.	See Responses to Frequently Received Comments #8 and #9. A detailed analysis of environmental impacts for a reasonable range of alternatives and identification of the Preferred Alternative will be provided in the Draft Environmental Impact Statement.
419	CRAB	6	12/12/2019	Alternative Analysis	To that end, MassDOT should be required to conduct three processes. First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The alternatives should include but not be limited to configuring the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the distance the viaduct would be from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required.	See Response to Frequently Received Comment #8.
420	CRAB	7	12/12/2019	Staging, River impacts, river users impacts	Second, MassDOT should work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them. Thus, the proposed viaduct would push lanes of traffic moving in opposite directions closer to each other, increasing the likelihood of crashes.	See Responses to Frequently Received Comments #8 and #9.
421	CRAB	8	12/12/2019	Staging, River impacts, river users impacts	Third, having established a clear understanding of the river's use, MassDOT should evaluate each build option for the full range of functional and ecological impacts on this protected public space. We request involving the Charles River Watershed Association in assessing and minimizing impacts. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on the public's enjoyment of Magazine Beach.	See Responses to Frequently Received Comments #8 and #9.
422	CRAB	9	12/12/2019	Staging, River impacts, river users impacts	It is our belief that the scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
423	CRC	1	12/12/2019	River impacts	Dear Mr. McEwen and Mr. O'Dowd, We appreciate the opportunity to comment on the Allston I-90 NEPA Scoping Report, a document that will shape the outcome of this once-in-a-generation project. You have an incredibly important role to play and we urge you to accept the public's comments wholeheartedly and integrate them into the report, especially those from task force members who have dedicated countless hours to the process and betterment of Greater Boston. Along with many of these task force members, the Charles River Conservancy has signed on to a joint letter to provide comprehensive feedback to the FHWA and MassDOT on the Report. Additionally, as an organization that strives to make the Charles River and its parks a well-maintained network of natural urban places, we write to emphasize that improving the quality and extent of the parkland, the storage and treatment of stormwater, the ecological health of the river, and human access to the river's edge must be included in the Project Purpose. In the last 25 years, tremendous progress has been made in improving the health of the Charles River, thanks to many of the same federal, state and local agencies that are behind today's Allston Multimodal Project. To exclude these elements from the Project Purpose would contradict decades of work and public investment.	See Response to Frequently Received Comment #2 and Section 2 - Purpose and Need of the Scoping Summary Report.
424	CRC	2	12/12/2019	Construction Staging alt., river impacts	Acknowledging ecological restoration and resiliency in Project Purpose will fundamentally and necessarily change the approach to the river and parkland to date, enabling: - Consideration of a build alternative with three westbound Turnpike lanes to reduce the impacts on the Charles River during construction and expand the width of the narrow riverside park in the final build condition. Automatic electronic tolling data now available suggests that this lane reduction is feasible without additional travel impact from the west and should be evaluated further.	See Responses to Frequently Received Comments #2, #8, and #11. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).
425	CRC	4	12/12/2019	Agganis Way, ped/ bike access	Inclusion of the Agganis Way bicycle and pedestrian bridge connection to Paul Dudley White Path. Access to the Charles River has long been a priority of many stakeholders, including the Charles River Conservancy, and the opportunity to create a new connection at Agganis way was a key reason for Secretary Pollack's selection of the Modified Hybrid throat alternative. To ensure that this important connection is made, it must be fully integrated into the design, budget and construction phasing of the project.	See Response to Frequently Received Comment #4.
426	CRC	5	12/12/2019	River impacts	Thorough analysis of constructability from an ecological impacts perspective. As noted in our September 16th letter to the MassDOT and Fiscal Management Control Boards, we are very concerned about the impacts of the trestle bridge proposed in the Charles throughout 10 years of construction. Sediment disruption from the installation of pilings, water quality degradation from construction and direct runoff from the realigned Soldier's Field Road, increased growth of invasive plants, disturbance of bird and fish habitat, and further negative impacts to the Charles River ecology will be twofold with the installation and removal of the structure. The bridge will also have serious negative social and economic impacts, threatening events like the Head of the Charles, which brings thousands of tourists to our region each fall. And a generation or more of rowers and other river users will be discouraged by this massive intrusion. The consequences will be far from temporary and MassDOT must attempt to first avoid and minimize these impacts.	See Response to Frequently Received Comment #8. A detailed analysis of environmental impacts, including construction impacts, for a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be provided in the Draft Environmental Impact Statement.
427	CRC	6	12/12/2019	Alternatives analysis	It is imperative that the current Scoping Document expand its current alternatives analysis. While the Project benefitted from the work of the Independent Review Team in 2018, it only focused on one section of the project area and did not thoroughly evaluate constructability or impacts to the river, evidenced by the proposed trestle bridge. The IRT report cannot be a substitute for this federal review. At the heart of NEPA and Section 4f regulations is the requirement to consider a reasonable range of alternatives that accomplish the purpose and needs of a project while avoiding, minimizing, and mitigating impacts. To only consider one "Build" alternative directly conflicts with the spirit and purpose of the process. We cannot find the best built alternative without anything to compare it to. Thank you for your close review of our comments. The Charles River Conservancy looks forward to remaining a dedicated task force member as a wider range of alternatives are evaluated.	Three throat area options will be carried forward into the Draft Environmental Impact Statement for additional analysis: the Modified HV, the Modified At-Grade, and the SFR Hybrid. See Sections 5.2.3 and 5.4 of the Scoping Summary Report for further discussion.
428	CRC	3	12/12/2019	shoreline restoration	- Consideration of (modest) fill to restore the riverbank and expand park land to encourage active, sustainable modes of transportation along the Charles River. The current state of the parkland and Paul Dudley White Path within the project boundaries is deplorable. To undergo decades of construction and negative impacts to the river, only to replace a similarly narrow stretch of parkland within the throat –not even wide enough to support separated paths with a planted buffer and tree canopy for 600 feet or more – is unacceptable. MassDOT must use this opportunity to 1) restore a man-made, eroded riverbank; 2) facilitate stormwater infiltration with soil design and native plants; and 3) improve the health of the river and public experience of the parkland. This can be accomplished with a modest amount of fill, importantly not enough to restrict water sheet recreation, and needs to be included in the alternatives analysis. The river's width does not define its health, and we need to make room for the green infrastructure that can improve the Charles.	See Responses to Frequently Received Comments #2, #3 and #9.

#	ID	Number	Date	Topic	Comment	Response
429	CRe	1	12/11/2019	Sustainability, alt. analysis, West Station, Franklin Street Bridge, People's Pik	To whom it may concern. I am writing to express my concerns with the currently proposed option for the I90 Allston project. This is a once in a generation chance to improve our urban environment. In an age of impending climate crisis, Instead of improving sustainable options such as walking, biking and train travel, the current plan prioritizes cars to the detriment of all other modes. I urge you to reconsider and present to the FHWA the modified at grade option. This should include Improved design for West station (Early construction and 4 tracks), Improved pedestrian and bicycle connections at Franklin street and to BU The so called “People’s Pike” buffer park to connect the city to the river, and provide pleasant human-powered transportation and recreation facilities. I urge the Commonwealth not to be timid, and not to let the potentially more complicated Historic and Waterway approvals process derail a truly radical improvement for our city, our region and our future. Too many projects in this region are limited by the constraints of bad design from the past. This project should aspire to restart this entire area from scratch and make it into a true asset to the region, not just a compromised halfway solution.	See Responses to Frequently Received Comments #3, #4, and #7.
430	CRee	1	12/12/2019	River impacts, staging	Dear Mike O'Dowd, I have a comment to make about I-90 Allston. I understand that people are asking MassDOT to fill in part of the river in the throat section of the project so they can have more park space. I can understand why they would want that as if I lived there I would want more green space, too. I think it’s important that people are able to walk and bike along this section but not at the expense of the river. I think that it’s a terrible idea to permanently fill part of the River for many reasons. By filling that part of the river, it not only stops boats from traveling along the river, but it also means Boston is going to become a lot more man made than it was before. It would also mean that all the hard work put into building the Charles River and cleaning the river to making it one of the cleanest urban rivers will have been wasted. What’s the point of having a bike path along the river if you can’t use it because the park is flooded? I know that the city of Boston is at or below sea level, causing the area to be at risk for possible flooding issues. If part of the river was narrowed, the risk of flooding will be a lot higher. Filling the river would also mean that you’d have to keep the gates in the river open all the time so the rain won’t flood the park space. What I’m trying to say is: DO NOT FILL IN THAT PART OF THE RIVER. You should try to find another solution to putting the road into the river for ten years. Putting the road in the river could pollute the ecosystem in the river. All the work put into making the river clean would be wasted meaning I would not be able to swim in the river when I am older. Please listen to all comments because every single comment came from a person who cares, and every comment not read is one person who will think their words don’t matter. I may only be eleven years old, but I truly care about my city’s future. All small voices can make a change.	See Response to Frequently Received Comment #8.
431	CRo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project. I am deeply distressed by the environmental damage to the river after I've spent years and dollars supporting its cleanup!	See Response to Frequently Received Comment #8.
432	CRRWGA LDT	1	12/12/2019	All at grade, air rights-West Station, open space	The Ad Hoc “River Remarkable” Work Group’s, the Allston Landing Design Team (ALDT), a group of local volunteer professionals (architects, landscape architects, development consultants, engineers, illustrators), thanks you for the opportunity to comment on this project. By way of background, this volunteer group, over the past decade, has focused its efforts on ways to improve the Charles River parklands and public access to the river. When we were asked to join the discussions surrounding this project nearly three years ago, we began by talking with many interested individuals, community leaders and organizations to best learn how we could maximize the potential of this incredible riverside site in the heart of our urban area. With regard to commenting on the Scoping Report, we bring a collective vision and an agenda from the river and its users point of view. This vision imagines a vibrant, mixed-use urban neighborhood, set within healthy and sustainable riverfront parklands. Our specific immediate goal is to convince Harvard, Boston and the public, while paying needed attention to the immediate issues of this Multi-modal Project, not to lose the larger opportunity afforded this site smack in the middle of our thriving urban area. Toward that end we ask: 1. specifically, that you reopen the All-at-grade Solution for full review and consideration. 2. that the process fully analyze, prioritize and reinforce Air Rights Development around West Station, 3. that the process embrace an open space infrastructure network, one that truly recognizes the importance of this riverside location, indeed that it is just as important as the transportation framework plan 4. that you respond to other elements identified by the community and key interests. We believe that a more comprehensive solution would require mere tweaks of the current narrow planning and we ask that we sit down with your engineers to discuss this request. Boston made history fifty years ago with the genuinely inclusive and open-minded BTPR planning process and we can do it again.	See Responses to Frequently Received Comments #2 and #3.

#	ID	Number	Date	Topic	Comment	Response
433	CRRWGA LDT	2	12/12/2019	At Grade	Comments and Requests: Our comments fall into three categories: I. The Throat, II. Other Elements of the Plan, III.The Planning and Review Process. I. The Throat: We continue to champion the All-at-Grade solution as the best alternative for the Throat. We were dismayed to see that MassDOT Scoping Report, summarily dismisses the All-at-Grade alternative from further consideration, largely due, in our opinion, to faulty assumptions and poor design conceptualization by MassDOT's consultants. Initially this approach was regarded as being too environmentally intrusive and would require a much longer permitting process, however the impact of the ten year 'temporary' structures by MassDOT's preferred scheme has potentially even greater impacts, both on wildlife and the environment, but also on ongoing river use. The All-at-Grade solution has several advantages over the preferred scheme, notably: 1. It would cost less to build and certainly to maintain. 2. Expanding the site early creates a substantially larger construction staging area. 3. The PDWhite Bikeway can remain in operation throughout. 4. Disturbance to boaters and rowers can be kept to a minimum. 5. Creation of a widened site may assist in minimizing commuter rail service disruption. 6. Noise and visual impacts are dramatically lessened for Cambridge residents, boaters and particularly for PDW/park users, given that the fast-moving, truck-laden MassPike is separated by approximately fifty feet of slower, truck-free Soldiers Field Road. An attractive and tall, well-engineered sound wall would further mitigate both noise and particulate impacts. 7. Keeping all at-grade also provides BU the best opportunity to reinforce connections to the river, whether simply visually or by future Air Rights development over portions of the corridor. 8. Maintaining Soldiers Field Road at-grade allows a much simpler and cost effective future Bike/Pedestrian bridge connection over the travel corridor, connecting BU to the river and the PDWhite bikeway. 9. Thoughtful design, with users and future development in mind, may eliminate the need for expensive box sections. MassDOT states that the various responsible environmental agencies, both state and federal, have stated their opposition to the at-grade option, however there have been no public meetings, nor to our knowledge, has there been any technical nor cost/bene-fit analysis of this decision.	See Responses to Frequently Received Comments #3 and #8.
434	CRRWGA LDT	3	12/12/2019	rail, West Station, layover	II. Other Elements in the Project Area: While most attention has been given to the Throat Area, community interests are much broader. These include: Railway: Dedicated express tracks to down town- This is an important component, for commuters from Metro West all the way to Worcester. It should be two track and built early to provide those riders uninterrupted service through construction. However, it should not come at the expense of eliminating the proposed 30 foot green corridor that would buffer residents on the south side of the project, as well as provide space for an east-west, multi purpose path up to West Station. We propose eliminating one or even two of the layer-over tracks and shifting the 'express tracks pair' into that area. The slight speed loss predicted would have no pre-ceived impact on commuter riders who would have avoid the West Station stop. The Layover Yard- One can rightly question whether, in this area which is to be dense-ly developed, this is an appropriate location for such an activity. (Did the redevelop-ment of Prudential Center include such an activity? Dual tracks over the Grand Junction into Cambridge- Yes and yes! Rebuilding the Grand Junction Bridge can open up a whole new transit corridor, allow more direct and safer bike/ped access via a reconfigured PDWhite bikeway, provide safer passage for boater as well as provide better cross-river opportunities for bikers and pedestrians	See Responses to Frequently Received Comments #1, #4 and #7.
435	CRRWGA LDT	4	12/12/2019	lane widths, open space	Roadway: I-90 Turnpike- This interstate highway is realigned and rebuilt through this area. The horizontal alignment has been agreed upon for some time, however, the proposed All-at-Grade alternative could have ramifications for the vertical alignment that could potentially result in further cost savings. Given the myriad interests and constraints along this dense urban corridor, we ask that eleven foot (11'-0") travel lanes be the norm as is the case in many urban areas across the country. Also both inside and outside shoulders should be minimized to other urban precedents. This is already the case in the corridor segment to the east and west. West-bound Turnpike Off Ramp- The current plan calls for this off-ramp to lead directly to the East Drive Connector. We propose relocating this movement to the Cattle Drive Connector. This accomplishes several things: It allows for a larger stacking area for cars coming off the Pike; It allows East Drive, located closest to the river, to become the future development's "Main Street", with generous bike and bus lanes running up and onto West Station Plaza. It separates Pike West Bound and Soldiers Field Road traffic. The proposed access from Soldiers Field Road onto Cambridge Street and into Cambridge would not compete with Pike traffic, thus making the turn into Cambridge easier. This change suggests that the appropriately named Cattle Way would become a higher volume arterial street. and the primary way through the area. It could even have ramps to and from the air right platform. By concentrating traffic volumes along this street, even adding more lanes, it will take on a more high volume character. This will allow neighboring streets, though still urban, to be slower and to have a more New England townscape character. Soldiers Fields Road- The proposed realignment of Soldiers Field Road, where land opens up west of the Throat, has been negotiated by MassDOT and Harvard, with no public participation. It provides widths ranging from forty to one hundred and fifty feet of open space along its 2000 foot length. Moving this roadway further away from the river could create much needed open space along the river for this both existing residents and newcomers to this new community. (See more detail in our Open Space discussion) Surface street network- MassDOT's grid approach to access and egress from the Mass Pike is sound. Major streets should be "complete streets", however while Cattle Drive should be sized to accommodate Turnpike access/egress, others should be put on a 'Road Diet". Horizontal alignments should be adjusted to create optimal develop-ment blocks, assuming a substantial River Park. The Air Rights Street Network- East Drive, Seattle Street and the Malvern Transit-way, as well as Pike ramps serving the Pike). ramp up onto the air rights platform. On/off ramps to the air rights platform from Cattle Drive give easy access to Harvard and points north. A proposed elevated connecting street along the south side of the site would com-plete a very flexible loop route and further increase both the size and economic viability of the air rights development area.	Relocating the westbound off-ramp connection point from East Drive Connector to Cattle Drive Connector would require the eastbound off-ramp connection to be shifted to from Cattle Drive Connector to East Drive Connector, as the eastbound and westbound off-ramp connections cannot both occur at the same location because of geometric and traffic operational considerations. The eastbound off-ramp connection being located at East Drive Connector was part of the interchange alternative presented by MassDOT in the Project's ENF filing in October 2014 (Alternative 3J). MassDOT received numerous comments at that time from project stakeholders who wanted the eastbound off-ramp connection shifted from East Drive Connector to Cattle Drive Connector because of urban design and redevelopment considerations. This change in connection points for the eastbound off-ramp was incorporated into the project's design for the DEIR filing (Alternative 3K) and will remain in place for the DEIS filing (Alternative 3L).

#	ID	Number	Date	Topic	Comment	Response
436	CRRWGA LDT	5	12/12/2019	open space	Open Space: The MassDOT planning process has not seriously examined the need for an integrated and connected open space system across this site. As one of the MassDOT board members pointed our when I raised the matter in one of their meetings ... 'that's not our (MassDOT's) job". BPDA's Placemaking Study made several good recommendations but did not go far enough. An open space network typically consists of a set of major and minor nodes and the links that tie them together and provide access for the surrounding community. In the course of this effort, the community has worked hard to ensure that access links (Bike, pedestrian and bus) are built in. Now it's the nodes that need attention. According to City standards, a site of this size should include approximately 10 acres of usable public open space plus that required by air rights development. This should be focused on the river. It's clear to all that the two major nodes will be the Charles River and West Station. Both are filled with potential for vibrant activity. Strong links are easy to imagine. River Park- MassDOT's proposed new parkland along the Charles are really nothing more than widened movement corridor, next to a busy highway. By the time the embankment is rebuilt, bike and foot paths are laid down, highway contours are met and buffer zones are installed, there is little room for casual park activities and certainly no space for organized events. We envision, however, River Park (likely 5- 6 acres) as a wide grassy shelf along the river, large enough to hold a wide variety of activities and special events. It's Allston's front yard on the river. It slopes up to West Station. On either end, native New England plantings abound. Up stream, a cove may be created to balance soil removal needed to offset fill requirements in the Throat. The 'shelf' itself may be set at a lower elevation to act as ready flood storage. This park can include relaxed, riverside dining, river-riented education/small con-ference space, visitor services and maintenance shed. West Station Plaza-This can be a new urban agora, a natural gather-ing ground for people from Har-vard, BU and MIT. The Belvedere over Soldiers Field Road links the plaza to the park and down into the new community, potentially along a day-lighted storm water treatment corridor. An artfully designed Bike/Ped Bridge could efficiently link the Plaza with the Paul Dudley White bike path below.	See Responses to Frequently Received Comments #2 and #9.
437	CRRWGA LDT	6	12/12/2019	private development	Private Development: Private development will see the views and access to the river and proxity to West Station as the most valued attributes of this site. Thus, East Avenue and the Air Rights around West Station Plaza will be judged the prime development area and we should make that happen. III. Lastly, the Planning Process itself needs help In as much as MassDOT's planning priorities are rightly so narrowly focused on realizing cost effective roadway and rail improvements in the most timely manner, larger development issues and opportunities are not getting equivalent attention. Given that reality, based on comments from the community and interested parties, the work group concluded a "visioning exercise" for the entire project area. This by no means is the comprehensive planning process which should be undertaken for this important site, it does point to opportunities lost if we adhere to this narrower approach. We ask again for a full-blown, comprehensive plan for this area, particularly with regard to its public infrastructure. In January, we will hold a transparent, invited design critique of our volunteer work to date in seeking a more holistic and agreeable solution. It will be spon-sored by the Boston Society of Architects. In addition, we will organize an open public input session. Both will be facilitated by well known experts in the field. In conclusion, we deeply believe that there are better outcomes and we will continue our efforts throughout this planning and review process.	The visioning of what is developed within the Project Area is beyond the scope of this Project. This is the responsibility of the land owner in conjuction with the City of Boston.
438	CS	1	11/25/2019	rail/transit, West Station	I am writing to express my dismay and strong disapproval of several elements of the I-90 plans for Allston. This is an important project to improve transportation and enhance multimodal transportation for the future of Boston, and it needs to be done the right way. I advocate for the following: 1. West Station should be built as soon as possible; train service could help alleviate congestion on I-90 during construction. It should be built the right way—with 4 tracks and no infrastructure limitations on service to the station. Worcester Line service should be upgraded to provide more reliable service both during and after construction.	See Responses to Frequently Received Comments #4, #7, and #9.
439	CS	2	11/25/2019	Ped/ bike access, Agganis Way	2. There should be a safe and attractive walk/bike accommodations throughout the project, in particular a crossing at Franklin Street as well as a footbridge at Agganis Way to link Allston, Comm Ave and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
440	CS	3	11/25/2019	People's Pike, ped/ bike access	3. Build a buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
441	CS	4	11/25/2019	Staging	4. DO NOT put Soldiers Field Road on a bridge in the Charles River for 10 years and replace 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
442	CS	5	11/25/2019	Pollution	5. Do not put a diesel layover yard near residential neighborhoods.	See Response to Frequently Received Comment #1.
443	CS	6	11/25/2019	Bus lane	6. Build in dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
444	CS	7	11/25/2019	Transit	7. Provide extra bus and other public transit options to ease congestion during construction.	See Response to Frequently Received Comment #9.
445	CS	8	11/25/2019	Staging	8. Compare the construction impacts of building the new highway and Soldiers Field Road at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
446	CSe	1	12/12/2019	Bus lane	Dear Michael O'Dowd, I write as a long-time Brighton resident who relies on I-90 to get to and from work almost every workday, and who lives, eats, walks, shops, and rows on the river around the I-90 Allston Multimodal project. Mitigation measures need to start now and be factored into the planning of the entire project. Dedicated bus lanes in are needed now in both directions on I-90 between at least Newton Corner and Copley. Existing peak travel times already subject MBTA bus riders on I-90 (thousands of trips each day) to delays and unreliable travel times. Dedicating a lane of travel in each direction to buses would - speed existing service, - allowing more trips with existing operators and vehicles, - and encourage more people to ride, - and make added service reliable and preferable to private vehicle trips for more people than sitting in full buses in slow congested traffic.	See Responses to Frequently Received Comments #4 and #9.
447	CSe	2	12/12/2019	West Station	Build West Station early and on the main Worcester Line tracks. Building West Station early world support more people switching from private vehicles to transit. Building West Station on the main Worcester Line tracks would - support increased connectivity for walking, bus, and Grand Junction trips, - without requiring crossing tracks with trains going the opposite direction (and the associated safety and scheduling concerns), - while still emailing express trips to pass the station simply by not stopping.	See Response to Frequently Received Comment #7.
448	CSe	3	12/12/2019	staging, river impacts	Avoid or reduce river impact during construction. Explore ways to have temporary structures on land rather than in or over water. If temporary structures need to be built over or in the river, minimize impact, both in area affected (length and width) and in severity (favoring, for example floating structures over pier-supported structures over filling then dredging).	See Responses to Frequently Received Comments #8 and #9.
449	CSe	4	12/12/2019	Ped/ bike access	Provide shared use green pedestrian and bike paths and connections - from both the north and south side of I-90 west of Cambridge street - to a shared path between the tracks resident neighbors - to West Station with connections to Packard's Corner - to Agganis Way and Charles River Paths. Avoid a Franklin Street pedestrian and bike overpass that has many switchbacks and requires taking and demolishing an existing building. Look instead to the recent bridge over Storrow Drive near the Longfellow Bridge and the bridge over railroad tracks at the eastern edge of North Point Park for inspiration.	See Response to Frequently Received Comment #4.
450	CSe	5	12/12/2019	layover yard	If train storage space is required, locate it farther from resident neighbors — north of tracks and the shared green space and community path. Thank you for considering my comments, and the comments of others who have so much at stake, so much to suffer from poor planning and decisions, and so much to benefit from wise and thoughtful choices made now which will affect us for generations.	See Response to Frequently Received Comment #1 and #4.
451	CSk	1	12/10/2019	River impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.

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452	CSk	2	12/10/2019	River users impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers.	See Response to Frequently Received Comment #8.
453	CSk	3	12/10/2019	Economic impacts	Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
454	CSm	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, It appears that you have floated this idea without due diligence. I urge Mass DOT to reconsider. Keep the curve in the river, SFR, and the Mass Pike! I am an active rower on the Charles and have seen the improvements to the health of the river. Let's not lose the progress we have made over the last few decades. The Charles is a fragile 'river'. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
455	CT	1	12/10/2019	transit, ped/ bike access, pollution, staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. The proposed project plan is deeply concerning. Thousands use the express buses and the Charles river bike path to commute to downtown Boston every day. The current plan will create significant extra congestion and slowdown for the buses and trains that should be taking the load off of the pike, as well as creating negative environmental impacts on the bike lane. We need more efficient train service, not worse train service, and the installation of an HOV or bus lane onto the pike. That way people will be encouraged to take public transportation instead of further clogging the roads with single-occupant car traffic. Finally, the viaduct will have an incredibly detrimental environmental impact on the river. While this might be a great opportunity to improve the river area, the current plan to build a bridge in the Charles river and replace natural shoreline with a metal wall is profoundly short sighted and ultimately will prove unsustainable. The ABC "at-grade" alternative is the best path forward.	See Responses to Frequently Received Comments #3, #8 and #9.
456	CTr	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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457	CVI	1	12/9/2019	People's Pike, ped/ bike access	Mr. McEwen and Mr. O'Dowd, I am writing on behalf of Charlesview, Inc. and the 240 households who reside at Charlesview Residences and our neighbors whose quality of life and health and ability to transit in and around the city and our neighborhood is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes the well-being of this community. The decade of construction threatens to be extremely disruptive. MassDOT needs to much more to minimize and mitigate these impacts. I ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4, #6 and #9.
458	CVI	2	12/9/2019	Agganis Way, people's pike, ped/ bike access	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
459	CVI	3	12/9/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
460	CVI	4	12/9/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
461	CVI	5	12/9/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
462	CVI	6	12/9/2019	Bypass road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
463	CVI	7	12/9/2019	Trains	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
464	CVI	8	12/9/2019	Highway lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
465	CVI	9	12/9/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.
466	CVI	10	12/9/2019	Trains	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
467	CVI	11	12/9/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
468	CVI	12	12/9/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
469	CVI	13	12/9/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
470	CVI	14	12/9/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
471	CVI	15	12/9/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
472	CW	1	12/9/2019	River impacts, staging	Hi Mr. O'Dowd, This plan is to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project is an assault to the ecosystem. 10 years ago society may have accepted it but now, not only after so much work on the Charles, that we know and respect what nature gives to us and also know what have done to it, now this is unacceptable. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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473	CW	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Please stay out of our river!	See Response to Frequently Received Comment #8.
474	CWa	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
475	CWe	1	12/12/2019	river impacts, staging and construction alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place - the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives - the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river - a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.

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476	CWy	1	12/11/2019	River impacts, river users impacts	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
477	CZus	1	12/12/2019	multimodal	Jeff, Mike, Please be sure that in planning for the proposed I-90 Multimodal Project, that you model for the development of rail, bus, and paths for pedestrians and cyclists, as well as highways for cars, AND that you deliver a truly multimodal project. This is the 21st century. You MUST plan for a sustainable future.	See Response to Frequently Received Comment #11 and Section 2 of the Scoping Summary Report - Purpose and Need. Multimodal - including rail, pedestrian and bicycles, bus, and passenger vehicles - transportation access within the Project Area is a major element of the Project's Purpose and Need.
478	D	1	12/4/2019	rail impacts	I know that the double-track express track coming in is part of the plan to save seconds on the route. I'm a little concerned about the lack of focus. I don't see a focused effort among improvements along the commuter rail for increased time. The goal is to increase capacity. You can increase capacity all you want, but if it takes an ordinary amount of time to load the trains, you're going to delay even more. Having a few seconds of the tracks in Brighton will be irrelevant because you're going to be adding 10-15 minutes on each stop loading on. I don't see any concrete discussion on the platforms so people can get on quicker. The Charlie Cards – the people movers, like Disney mentality, right? I don't see any of that thought here. I think those are critical steps to be made to increase capacity along the route. If we don't start doing it today, because those are two, three, four-year efforts procurement wise, you're not going to get those things on board until you're halfway through construction, which is going to be too late.	See Responses to Frequently Received Comments #4 and #9.
479	D	2	12/4/2019	construction impacts-Metro West	I'm a little concerned that there seems to be a divide between what you're doing and what the T is doing. I don't see those interconnections that make it happen. I think there are possibilities for those things to be dropped by different agencies if they're not coordinated, focused, and committed to. Those are some of the benefits that we can accrue at the end of the cycle while having the ability to be able to move people faster. When we do electrify the process, we can increase capacity even more because we have the infrastructure there. I think that's the critical thinking that needs to get done starting today — also, some of the design elements that Mary mentioned in the Brighton area. I think the sentiment of the MetroWest and Central Massachusetts is that this is a Boston-Brighton-benefit project. And, we're going to have the pain and suffering over a long period of time. Unless there are benefits over the long-term, we're paying for it. Any of those design elements in the area that help the MetroWest commuters go through on the road or commuter rail need to be designed into that project, so there are elements that we benefit from. I know that there are walks to the Charles River and connections over the Cambridge, those are all great benefits for Brighton. But those are all adding heartburn to the MetroWest commuters.	See Response to Frequently Received Comment #9.
480	DA	1	11/26/2019	West Station	Hi There, Please consider increasing the capacity of West Station and the frequency of the Worcester line trains during this project. It will help alleviate traffic and make it easier for my family to get to work and school. We live in Newton and our property is across the street from I-90. We can walk to the commuter rail station but the lack of frequency rarely makes this an option. Thanks for listening	See Responses to Frequently Received Comments #4, #9 and #11.

#	ID	Number	Date	Topic	Comment	Response
481	DAb	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
482	DAJ	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
483	DAM	1	12/10/2019	Ped/ bike access	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. My husband bikes to work from Brookline, and I want him to be safe during his commute. The future depends on us making safe, and environmentally sound planning decisions. Please choose wisely.	See Section 2 - Purpose and Need of the Scoping Summary Report. Safety and multimodal access within the Project Area are elements of the Project's Purpose and Need.
484	DAS	1	12/12/2019	West Station, Franklin Street access, Agganis Way, buffer park, rail yard, bus lanes, construction alt analysis, transit mitigation	Dear Mass Department of Transportation and Secretary of Transportation Pollack, The following are my public comments for the I-90 Allston Project: 1. Early construction of "West Station" with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Commonwealth Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction Thank you, I am requesting that my comments be added to the public record before the comment deadline of 5pm Dec. 12, 2019	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, and #9.
485	DB	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, Let me just say that the Charles River is one of our Massachusetts treasures. The roads are not. Let's try to improve our roads without diminishing our best natural resources in the process. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
486	DBe	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
487	DBer	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
488	DBev	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
489	DC	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
490	DC	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
491	DCia	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
492	DCR	1	12/13/2019	construction staging, alt analysis	Dear Ms. Ostrander: The Department of Conservation and Recreation (OCR) appreciates and understands the complexities and challenges presented when managing a large scale transportation project, such as the I-90 Allston Multimodal Project. Given the project's impact to state parklands and parkways within the immediate area, the agency respectfully submits the following comments for consideration. Contained within the I-90 Scope Report are recommendations on page 43 that seek the dismissal of all re-alignment alternatives except one. While all of these identified re-alignment alternatives would have varying degrees of impact on DCR managed properties, the hybrid alternative currently being considered would have a significant impact on the Charles River and its many users by placing a "trestle" in the river's basin during the construction period. By removing the other re-alignment alternatives so early in the process, the project is essentially committing the state to the hybrid alternative. While considered a "temporary construction impact," the hybrid alternative contemplates relocation of Soldier's Field Road (SFR) into the Charles River for a period eight to ten years. Because of this reasoning, DCR would prefer that at least one, if not more, of the re-alignment alternatives continue to be included in the planning process to afford additional time to weigh their impacts, both from a short and long term perspective. Importantly, DCR believes it would be worthwhile to further review the other re-alignment alternatives, which could potentially be constructed without a "temporary" relocation of SFR in the river. Additionally, given that the plans for the construction of the hybrid alternative have not been determined yet, DCR believes that it would be prudent to retain some of the re-alignment alternatives for the time being.	Three throat area options will be carried forward into the Draft Environmental Impact Statement for further evaluation: the Modified Highway Viaduct, the Modified At-Grade and the SFR Hybrid. The Scoping Report initially dismissed the 3L Alternative with a Highway Viaduct Throat Area option as it did not fully meet the Purpose & Need of the Project based on two elements: 1) the inability to provide a pedestrian/bicycle connection from the south to the Charles River Reservation and 2) a similar viaduct as existing conditions would result in visual impacts to the neighborhood. Upon further review of design, the project team determined a connection from the south to the Charles River Reservation is possible under the Highway Viaduct Throat Area option. In addition, it has been determined that a Highway Viaduct with aesthetic treatments can improve the existing visual quality to the neighborhood. Therefore, the Modified HV option does fully meet the Purpose & Need of the Project and will be carried forward into the Draft Environmental Impact Statement for further analysis. Based on preliminary review, this option also likely results in the overall least environmental impacts during construction as well as in the final build condition and provides the best maintenance of all existing modes of transportation during construction of the Throat Area – both major concerns of the public as demonstrated by frequent comments received on the Scoping Report. The At-Grade was also dismissed due to the inability to provide a pedestrian/bicycle connection from the south to the Charles River Reservation. Additional design refinements have determined this connection is possible and therefore the Modified At-Grade meets the Purpose & Need and will be carried forward to the Draft Environmental Impact Statement for further analysis. See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report for further information.
493	DCu	1	12/10/2019	Staging alternatives, river user impacts	Dear Messrs. McEwen and O'Dowd This email responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. I have read the agencies' notice to the public and cannot find adequate information describing the proposed trestle. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
494	DCu	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
495	DCu	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river and the bike/pedestrian path	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
496	DCu	4	12/10/2019	Pollution, river impacts, river user impacts, ped/ bike access	I trust that the long term plan to restore the riverbed and bank of the Charles in the affected throat region will fully address concerns for river health including pollution, sediment deposition, storm flow and drainage; river bottom, wetland and bank restoration; and habitat improvement. In addition to these obvious and essential concerns, I am worried about the impact of a 'temporary' trestle structure that will extend over the river for at least 10 years. I am a rower, kayaker and canoer. I use the river extensively and I am concerned about safety for boat passage and how much of the river space a trestle structure would take up. I am also a year-round bicycle commuter who uses the Storrow Drive bike path extensively. Continuous access to a functional bike path on the Storrow Drive side of the river is a very high priority, especially given the extremely long >10 year duration of this proposed bypass.	See Responses to Frequently Received Comments #8 and #9.
497	DCu	5	12/10/2019	Staging alternatives, river user impacts	In proceeding to draft an environmental review of the I-90 project, MassDOT should first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
498	DCu	6	12/10/2019	Staging alternatives, river user impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To reach a workable solution, MassDOT should work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A detailed analysis of environmental impacts for a reasonable range of alternatives and identification of the Preferred Alternative will be provided in the Draft Environmental Impact Statement.

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499	DD	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
500	DD	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project	See Response to Frequently Received Comment #8.
501	DE	1	12/10/2019	West Station	I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. My wife and I bike a lot, including to work. We do not feel safe biking as it is. This new project absolutely must improve safety for non-motorists. We would like our son Julian to be able to bike with us in the future without constant fear about traffic. Shortcomings of MassDOT Current Plan: 1. West Station (a new commuter rail station to be built near the north end of Babcock Street) designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail;	See Responses to Frequently Received Comments #4 and #11.
502	DE	2	12/10/2019	River impacts	2. Soldiers Field Road relocated to a bridge in the Charles River for 10 years and a 1/2 mile of riverbank replaced with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty;;	See Response to Frequently Received Comment #8.
503	DE	3	12/10/2019	Ped/ bike access	3. The new Franklin Street Footbridge designed to have 4 switchback hairpin turns, creating unsafe conditions for walking and biking;	See Response to Frequently Received Comment #4.
504	DE	4	12/10/2019	Noise Impacts, Pollution	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration; and	See Response to Frequently Received Comment #1.
505	DE	5	12/10/2019	Highway lanes	5. 10 years of construction during which the Mass Pike will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic.	See Response to Frequently Received Comment #9.
506	DE	6	12/10/2019	West Station	Proposed Enhancements to MassDOT's Plans: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station);	See Responses to Frequently Received Comments #4 and #7.
507	DE	7	12/10/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston;	See Response to Frequently Received Comment #4.
508	DE	8	12/10/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths;	See Response to Frequently Received Comment #4.
509	DE	9	12/10/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River;	See Response to Frequently Received Comment #4.
510	DE	10	12/10/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station;	See Response to Frequently Received Comment #1.
511	DE	11	12/10/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike;	See Response to Frequently Received Comment #9.
512	DE	12	12/10/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction;	See Response to Frequently Received Comment #9.
513	DE	13	12/10/2019	Staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction; and	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
514	DE	14	12/10/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.

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515	DF	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
516	DF/EC	1	12/11/2019	construction staging	Dear Mass. DOT: My wife and I are writing generally to support of the comments of Henrietta Davis (Cambridge community representative) and the Charles River Conservancy on the I-90 Allston Interchange Project, and specifically to urge you to consider making permanent improvements to the riverbank in the "Throat" area. We urge that you capitalize on the opportunity afforded by this project to make the riverbank in this area much more accessible, welcoming and usable. We understand that permanent improvements will require additional permitting, but it seems ridiculous that you can construct a temporary trestle bridge out in the Charles during construction without much permitting, but not a permanent improvement. Hopefully a permanent riverbank improvement would support a better temporary solution as well, and possibly even a better permanent solution. We are not much concerned about some modest narrowing of the Charles River in this relatively wide section, nor with damage to the existing riverbank, which is hardly in any "natural" state anyway. Thank you for your consideration of these comments.	See Response to Frequently Received Comment #8.
517	DFo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
518	DG	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our river, and to fully evaluate the environmental consequences of this project. Thank you for your attention to this matter.	See Response to Frequently Received Comment #8.
519	DGa	1	12/11/2019	West Station, Franklin Street Bridge, bike/ped access, rail mitigation	I am writing to comment on your proposed plan. - West Station should be built as soon as possible. This is a sorely needed multimodal amenity for the region and there is no reason to wait for it. - The Franklin Street footbridge should be designed without switchbacks, or at least as few as possible. Cyclists as well as pedestrians will be using it, and tight switchbacks are very awkward on a bike. - Walking and biking connections must be maximized. It should be easy for cyclists and pedestrians to get to the park along the river and over to Cambridge. - Service on the Worcester line should not be limited during construction. That is hardly a way to encourage commuters to get out of their cars. Those who take transit should not be the ones to suffer. Thank you for your consideration.	See Responses to Frequently Received Comments #2, #4, #7, #9 and #10.
520	DGo	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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521	DGu	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
522	DH	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
523	DHarr	1	12/12/2019	staging, river impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who daily kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
524	DK	1	12/9/2019	Ped/ bike access, transit	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am a resident of Brookline who regularly travels from my home to Allston, Cambridge and Downtown Boston, usually by foot, bicycle or public transportation. I am hoping that the Project will greatly increase accessibility from Brookline to these destinations by these three forms of transportation. Currently, walking, bicycling and taking public transportation to these destinations is cumbersome, because I have to go 1/2 mile east or 1/2 mile west to access the bike path along the Charles River, and because the Number 66 bus takes such a circuitous route to get from Allston to Cambridge, reflecting the fact that there are no direct north-south routes in the Project area. In the case of bicycling, my concern is not just the added distance required now, but also safety, as currently bicyclists need to use streets with no bicycling accommodations to get to the existing out of the way access points to the Charles River. On the specific issue of bicycle access, I believe that the proposed new Franklin Avenue bridge--with four hairpin turns--will be unwelcoming and dangerous, thus continuing to create the sense of separation between Lower and Upper Allston. I urge MassDOT to consider other designs that avoid these problems. I also believe that the plan should include a bridge over the Mass Pike in the Babcock Street area, so that pedestrians and bicyclists going east do not have to go east or west on streets with motor traffic to get to the Franklin Street bridge to get over the MassPike and to the River.	See Responses to Frequently Received Comments #2 and #4.
525	DK	2	12/9/2019	Highway lanes, ped/ bike access, pollution	I am also hoping that this Project will create more greenspace along the Charles River. At present, there are 12 lanes of motor vehicle traffic on the Boston side of the River, 4 lanes of motor vehicle traffic on the Cambridge side of the River, and just a thin strip next to the River for pedestrians and people on bicycle. This allocation of space reflects outmoded 20th century policy choices in which getting people through Allston and Cambridge by car as swiftly as possible was viewed as more important than the experiences that Allston and Cambridge residents have as they go about their daily lives in their neighborhoods. Being able to enjoy a walk or bicycle along the River should not involve having to go through no-mans land areas, over massive, non-urban scale highways. When considered in conjunction with the need to reduce our carbon emissions, it is clear that we need to provide commuters from the western suburbs with much better public transportation options (more frequent, faster service) and we need to reduce the number of lanes of motor traffic that we have alongside the River.	See Responses to Frequently Received Comments #2 and #9.

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526	DK	3	12/9/2019	rail/transit, West Station	Given the fact that Soldiers Field Road has to be moved anyway if it is going to be available during the 8 - 10 years that it takes to complete the Project, I think we should be thinking about closing the road entirely, while dramatically improving and expanding public transportation. This will avoid the environmentally and aesthetically unacceptable approach of having Solders Field Road being re-routed in the Charles River for 10 years. I am also concerned about the traffic disruptions that will arise during the course of this Project, and the impact that these disruptions will have in my residential neighborhood just south of Commonwealth Area in Brookline. If commuters who normally drive into downtown Boston and Cambridge are not given practical public transportations options during the construction of the project, I am concerned that motor vehicle traffic will spill onto residential streets. These public transportation alternatives should include a fast-tracked construction of West Station, and the addition of more tracks so that there can be more frequent train service on the Worcester line.	See Response to Frequently Received Comment #8. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).
527	Dke	1	12/12/2019	River users, river impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those like myself who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. In addition, by building out over the river, an already very busy area of the river will be further narrowed increasing the risks of accidents given the high volume of users of the river on a daily basis. Please take the time needed to build support of the broader river community as plans for this work are finalized.	See Response to Frequently Received Comment #8.
528	DL	1	11/25/2019	West Station	I am writing in response to MassDOT's plans for the Mass Pike's Allston interchange. This is an unusual opportunity to make bold moves. 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
529	DL	2	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
530	DL	3	11/25/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
531	DL	4	11/25/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
532	DL	5	11/25/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
533	DL	6	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
534	DL	7	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
535	DL	8	11/25/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
536	DL	9	11/25/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.

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537	DLaw	1	12/4/2019	rail service	I'm with the Economic Development Corporation of Framingham and also involved in the MetroWest Life Sciences Network. I'm excited about the potential for this project that part of Boston is going to be great at the end. I'm concerned that the price that the MetroWest region may pay for a very long time under the current plan. I would encourage you to keep looking at the plan and finds ways to continue to improve it. I'm glad to hear what you're saying about the express line; I understand that, and it makes a lot of sense. Even so, I feel we'll be paying a heavy price for ten years. Even at the end of the project, the improvement that we'll see will be relatively minor coming from the west. Perhaps, you should be looking at the scoping part of this project and add something to it that's more beneficial to those of us who live to the west. One of our strategies here to grow the health of this region is to attract life sciences companies. It's very interesting to them to be able to connect the brainpower in Cambridge to the manufacturing and operational environment here in MetroWest. If we make it difficult to get back and forth, we're going to pay a big price. On the other hand, if we're able to get that connection earlier, it could be a tremendous asset, a payoff, it could more worth it to us here in MetroWest to go through this difficult period. The other thing that I would suggest is to look at the rail line. I'm glad we're looking at increasing the capacity of the individual trains that are running, but my understanding is electrification could double the capacity of each track because we'd be able to run trains much faster, accelerate in and out of the stations and get to the city faster." I realize that it's a big project, but why not electrify that line sooner so we can get the benefit and see the movement that we want from cars to rail because it's more convenient during this project. Finally, we talked a lot about commuting. There's this trip into Cambridge and out during the day for meetings, and there's also access to the airport. We have major corporate headquarters in this region. If we make it difficult for ten years to do international travel that top executives need to be able to do easily, we're really going to impact the ability to attract corporate headquarters to this region. The potential impacts, I think, are very significant. I would encourage you to continue to look for ways to mitigate the impact for ten years and give us a bigger payoff at the end in MetroWest.	See Responses to Frequently Received Comments #6, #7 and #9.
538	DLe	1	12/12/2019	staging, river impacts, construction alt analysis, trestle pollution, traffic, bridges	I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: ● In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. ● MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." ● This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. ● Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. ● Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.
539	DLe	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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540	DLev	1	12/4/2019	Transit	The recent Globe series about transportation highlighted growing congestion on all Greater Boston roads at almost all times of day. Delivery services and ride sharing have added rapidly increasing numbers of cars that planners had never predicted. Nobody knows how many driverless cars will join the fray. Given the chance to actually develop forward-thinking mass transit, how can the MassDOT plan for almost no commuter trains at the Allston interchange? One train per hour won't have any impact. Why not be bold, think ahead, and expand service? The Green Line extension would have cost billions less if it had been done decades ago as mandated by the Big Dig construction. People complained bitterly about the Red Line extension to Alewife, yet it did wonders for development and mobility. Surely the MassDOT can figure out something better than promoting future gridlocked traffic in an already jammed area. Were all your planners trained to assume everyone (who matters) lives in a single-family house on a one-acre lot somewhere with no sidewalks, let alone public transportation? Do any of your planners and decision-makers actually take public transportation, or do they follow our governor's car-only example?	See Responses to Frequently Received Comments #4 and #11.
541	DLo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
542	Dlog	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
543	DM	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your attention to these very critical environmental concerns.	See Response to Frequently Received Comment #8.
544	DMar	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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545	DMck	1	12/5/2019	Flip, West Station	Hello, I'd like to submit the following comments regarding the Allston Multimodal scoping report. Please confirm receipt when convenient. Kind Regards, Comments: I am concerned that the focus of the scoping report is too narrow, particularly with regard to the options considered for west station. Currently, only the 'modified flip' option is considered in the scoping report, and I believe that the DEIR west station option ought not to have been dismissed from consideration, given that it provides several advantages over the 'flip' and 'modified flip' station options. Namely: 1. The DEIR option provides the simplest train movements on the WML. Under the modified flip option, EB WML trains which stop at west station must cross GJR track and the WB WML track in order to proceed EB.	As described in the Project's Purpose & Need, MassDOT and FHWA recognize the potential for future development and a large, new mixed-use district in North Allston and are committed to a Project that would not preclude future development within the Project Area. The DEIR West Station and Rail Layout option does not meet local planning objectives as described in the Scoping Report by limiting access to anticipated development throughout the Project Area and therefore, does not meet the Project's Purpose & Need. Therefore, the DEIR West Station and Rail Layout option is unreasonable for the Project and is dismissed from further evaluation and will not be carried forward into the Draft Environmental Impact Statement. The Modified Flip West Station and Rail Layout option has been modified to include a four track, three platform station that will not preclude 15-minute service on the WML, thereby providing more operational flexibility and meeting the Purpose & Need of the Project. See Sections 5.2.3, 5.4 and 5.3 of the Scoping Summary Report for further discussion.
546	DMck	2	12/5/2019	West Station	2. The DEIR option provides 4 tracks at west station while the modified flip option only provides 3, reducing operational flexibility.	See Response to Frequently Received Comment #4.
547	DMck	3	12/5/2019	West Station	3. The DEIR option provides street-level connections from the existing Allston neighborhood to west station at Malvern St. Given the advantages to railroad operations that the DEIR option presents, and given the MBTA's recent decision to seek 15 minute headways at key stations, which include west station, it is likely that the modified flip option cannot support the MBTA's future service levels considering these operational constraints. Additionally, I would like to point out that the provision of high quality public transit should supersede to concerns that future potential developers have about the suitability of west station for air-rights development, which is the only justification provided in the EIS for eliminating the DEIR west station option. I therefore feel strongly that the DEIR west station option was dismissed from inclusion in the scoping report without proper justification or forethought, solely to benefit potential property developers at the detriment of the local community and rail system. I urge you to restore the DEIR west station option in the scoping report so that its consideration may move forward. I would finally like to comment that I hope this report and the designs it generates take into account the MBTA's recently declared desire to eventually electrify the WML and a GJR shuttle service. Rebuilding bridges along rail tracks is often one of the most expensive parts of rail electrification, and I sincerely hope that the bridges in this project are designed to provide proper clearance to 25kV AC overhead catenary lines over all rail tracks in the project area to enable future electrification.	See Response to Frequently Received Comment #4.
548	DMo	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
549	DMul	1	12/9/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
550	DO	1	12/11/2019	West Station	These are my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. 1. The current plan does not understand the need for West Station and greatly increased availability of transit both during and upon completion of the project. A temporary West Station could be built and brought into service quickly; recall the temporary Harvard Square station during the Red Line extension construction. This station should have raised platforms and multiple tracks to handle the trains needed to carry sufficient passengers to significantly get cars off the turnpike during the project. The station should also at least make a connection to the Grand Junction available so that traffic to and from Cambridge can be taken off the rest of the transportation infrastructure	See Responses to Frequently Received Comments #4, #6, #7, and #11.
551	DO	2	12/11/2019	Trains	2. The current plan does not plan to remove the storage yards in Allston during construction. With greatly increased service, there should be no need to store trains in Allston. They should instead be put into full service to and from Worcester.	See Responses to Frequently Received Comments #1 and #4.
552	DO	3	12/11/2019	West Station	3. Without a fully operational West Station, it will not be possible to have proper transportation infrastructure within Allston and to other areas. This has to include walking and bicycling, including a properly designed replacement for the Franklin Street bridge. Ramps with hairpin turns are unsafe for all.	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
553	DO	4	12/11/2019	River impacts, pollution	4. Building a temporary road out into the river, with unsightly and ecologically harmful metal wall, is not acceptable. Surely it is possible to keep Storrow Drive within the current banks, and eventually move it away from the river bank for better access and proper use of the river bank.	See Response to Frequently Received Comment #8.
554	DP	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your consideration.	See Response to Frequently Received Comment #8.
555	DPe	1	12/11/2019	Franklin Street Bridge, Agganis, rail yard, West Station, bus lanes, transit mitigation	Dear Allston I-90 Project Team, I am writing to share comments regarding MassDOT's current project plan for the Mass Pike Allston Interchange project. People have referred to this as a 'once-in-a-lifetime' opportunity but I'm not sure that description is strong enough given how central this location is to Boston and surrounding communities and how its impact will reverberate beyond any one lifetime. I'm a resident of Cambridge, work in Boston and spend a good bit of time along the river so really hope we get this right. My hope is that the project will allow for a restored Charles River shoreline, and improved parkland and paths along the river's edge – as the city hopefully becomes ever more dense, our open spaces are ever more critical to quality of life for all residents (and visitors) in the Metro Boston area. The also represents an incredible opportunity to increase the number of and safety for pedestrians and cyclists. Other cities are making enormous strides in this area and yet we still can't seem to build overpasses and underpasses where obviously needed and beneficial. Further as this is both going to be enormously disruptive it represents a tremendous opportunity to add/improve mass transit to alleviate congestion in the short and even more importantly long term. I'm writing to specifically advocate for 1. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. 2. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths. 3. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near. 4. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. 5. Dedicated bus lanes on new city streets and the Mass Pike. 6. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail. I realize this is tremendously difficult and resources are not unlimited but please let's not undershoot or squander this incredible opportunity!	See Responses to Frequently Received Comments #1, #2, #4, #7, and #9.
556	DR	1	12/5/2019	trains, transit, west station	I support all these great ideas listed below! Thank you for reconsidering. Some of my concerns are as follows: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
557	DR	2	12/5/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
558	DR	3	12/5/2019	Agganis Way, Ped/ bike access	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
559	DR	4	12/5/2019	Ped/ bike access, transit, West Station	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
560	DR	5	12/5/2019	transit, West Station	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
561	DR	6	12/5/2019	buses, Mass Pike, Transit	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
562	DR	7	12/5/2019	trains, transit	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
563	DR	8	12/5/2019	river impacts, Soldiers Field Road, staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives described in Section 5.4 of the Scoping Summary Report will be described in the Draft Environmental Impact Statement.
564	DR	9	12/5/2019	Transit, trains, buses	9. A plan to significantly increase rail and bus services to offset the disruption of construction	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
565	DRei	1	12/9/2019	River Impacts, staging, pollution	Dear Allston I-90 Project Team, I support replacing the Allston viaduct. But I do not support MassDOT's stated plan to relocate Soldiers Field Road (SFR) and the Paul Dudley White path into the Charles River , either on fill, a bridge, or both during project construction which is estimated to last 8-10 years !! Environmental impacts to the river would include disruption of sediment contaminated with heavy metals and toxic chemicals, increased stormwater runoff leading to more toxic algae blooms and harm to the aquatic ecosystem including fish, birds, and wildlife. Relocation of Soldiers Field Road into the river was not included in MassDOT Secretary Pollack's January 2019 decision announcing the preferred project design. As a result, there's been no public analysis of the impacts or alternatives. I urge you to do all possible to protect the Charles River, open space and parkland. So much effort and expense have been put into restoring the health of the Charles River and it has paid off. The river is now a clean, beautiful space enjoyed by people and wildlife alike. Again, Please do not relocate SFR into the Charles River during project construction. I am appalled that your team would think of taking this action and so I say thank you for now correcting your actions and canceling it,	See Response to Frequently Received Comment #8.
566	DS	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Th k f k d f td l thi tl	See Response to Frequently Received Comment #8.
567	DSa	1	12/12/2019	River users impacts, Charles Regatta	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
568	DSar	1	12/10/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, Count me among those highly concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I also urge you to conduct such assessments in an open and transparent manner that allows the public to stay informed and provide feedback.	See Response to Frequently Received Comment #8.
569	DSil	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
570	DSp	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
571	DVS	1	12/12/2019	West Station, GJL, bike/ped access, shoreline	As a resident of Cambridgeport, I have attended several community meetings discussing the I-90 Allston multi-modal project. I appreciate the sincere efforts made by MassDOT to study a range of alternatives in order to determine the best way forward for this complex, expensive project. I am fundamentally in agreement with comments submitted by Henrietta Davis, the Cambridge Community Representative. I would just like to emphasize a couple of points: - The I-90 rebuild project can only be labeled "multi-modal" if West Station is designed as a true regional hub, modeled for the development of rail, bus, and paths for pedestrians and cyclists, as well as highways for cars. We want and expect MassDOT to deliver a truly multimodal project, in keeping with the recently approved Rail Vision 5.5, that calls for more commuter rail service. - I also feel it is important to plan for links across the river via the Grand Junction Bridge to Cambridge for transit, bicycle and foot traffic. Proactive accommodation is far preferable to trying to patch things in later – Boston's Seaport District is a prime example of putting the cart before the horse... - This project presents the perfect opportunity to install relatively inexpensive, alternative travel pathways for cyclists and pedestrians in general, with new, dedicated infrastructure that can be maintained at much lower cost in the long run as compared to vehicular traffic infrastructure... - I like Henrietta's proposal describing restoration and permanent improvement of the river and river's edge, by placing the interim diversion of SFR (Solder's Field Road) on permanent fill rather than a temporary trestle bridge, thereby restoring some of the eroded waterfront when the SFR is in its permanent configuration, and avoiding wasteful construction of a temporary bridge. This will also create more parkland for residents of the new neighborhoods to enjoy....a win / win. Thank you for considering our input....	See Responses to Frequently Received Comments #4, #6, #8, and #11.

#	ID	Number	Date	Topic	Comment	Response
572	DW	1	12/10/2019	River users impacts, river impacts, parkland, bike/ped access	Mass DOT The highway interchange between the mass pike, soldiers field road and Cambridge needs to be replaced. Cambridge street in this area is a stretch of desolate wasteland that needs to be improved. However, the Mass DOTs plans to encroach upon the river an area teeming with activity from wildlife and humans alike is not sustainable. Our city struggles to have adequate outdoor recreational opportunities. Decades have development have show us that destroying natural space deteriorates the quality of urban life. I urge you to reconsider filling in the Charles river, or building a trestle over it which would impede the 100's of recreational boaters that use it every morning and afternoon. Your current proposal does more to benefit the landowner Harvard and their undeveloped land than it does to serve the community. The current plan bases the relaxation of 2 highways and 2 railroad right of ways on the private interest of a single entity trying to avoid an eminent domain seizure. This land was sold to Harvard by the state and has not bee developed. Instead of creating an ecological disaster filling in the river, take back the land via Eminent domain and compensate Harvard by returning the money. We need the park area along the river to be widened. The bike path is currently too narrow to accommodate the number of cyclists and pedestrians that use it. The noise from soldiers field road is deafening, and there is no space for recreation along the path. We need the rail station to be built without delay, and we need the direct rail connection to Kendal square.	See Responses to Frequently Received Comments #2, #6, #7, #8, and #9.
573	DWei	1	12/11/2019	River impacts, river users impacts	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
574	DWil	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
575	EA	1	12/16/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
576	EB	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
577	EC	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
578	EC	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
579	ECar	1	12/10/2019	River impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

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580	ECar	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
581	ED	1	12/12/2019	staging, Franklin St Bridge, Agganis, river impacts	Please fix the i90 interchange project. You cannot: build a 4 hairpin turn footbridge, build a road over the Charles river, destabilize the success of West station by limiting to 1 train per hour. Instead, please build a safe footbridge for Franklin St. crossing, please construct another footbridge closer to against, and place soldier's field road above the highway so we don't ruin the beautiful river and esplanade. Please, we have one chance to make this right. Please make the most of your occupations even if government work is awful and bureaucratic. Generations to come will thank YOU if you make the right decisions today.	See Responses to Frequently Received Comments #4, #8 and #11.
582	EE	1	12/3/2019	Ped/ bike access, parkland	Hello - I am writing to comment on the proposed I-90 Interchange/Viaduct Project. In the 21st century, this $260 million project must rebuild a the Pike AND create great new routes for cyclists and pedestrians while improving the Charles River near the highway. As a 15 year resident of Brighton and employee in a large Boston hospital I am invested in the smart growth of the city and the health of our neighborhoods. This area is a critical to a vital and safe streetscape that will connect Allston and Cambridge and serve the needs of a growing Mass Pike interchange. As a biker, walker. public transportation rider and motorist, I have used this area for each mode of transportation. For each of them, the area is unsafe, difficult to navigate and displeasing to the eye. There is limited greenery, poorly lit areas, inconsistent traffic patterns, limited crosswalks and a critical point were cars speed to the highway entrance while bikers and walkers cross traffic as they climb a hill. Seeing this area change into a mixed use area that feeds a growing neighborhood will benefit all. MassDOT continues to move forward with projects that favor car transportation, we will see the number of people using cars increase. If we create multi-model transportation options for our communities, we will see residents engage in transportation options that meet their individual needs, enhance residents engagement with local business, and partake in environmentally and health promoting activities.	See Response to Frequently Received Comment #2.
583	EE	2	12/3/2019	West Station	I urge you to consider the following: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station	See Responses to Frequently Received Comments #4, #6 and #7.
584	EE	3	12/3/2019	Trains	2. Currently West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Response to Frequently Received Comment #4 and #11.
585	EE	4	12/3/2019	Ped/ bike access	3. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
586	EE	5	12/3/2019	Ped/ bike access, Agganis Way	4. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
587	EE	6	12/3/2019	Parkland	5. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
588	EE	7	12/3/2019	Trains	6. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
589	EE	8	12/3/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike which is proven to improve service and increase ridership!	See Response to Frequently Received Comment #9.
590	EE	9	12/3/2019	trains	8. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
591	EE	10	12/3/2019	Staging	9. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
592	EE	11	12/3/2019	Transit	10. A plan to significantly increase rail and bus services to offset the disruption of construction during the construction period to mitigate impact and encourage use of public transportation. While I recognize the hard work everyone has done to move this project forward, it would be a failure of large proportions to forgo early phase construction of West Station with a link to the Grand Junction, fail to provide enhanced alternative transportation options during construction and to leave out streetscapes and public spaces that provide safe streets and paths for walkers and bikers.	See Response to Frequently Received Comment #9.
593	EEgo	1	12/11/2019	West Station	I think that the current proposed design is problematic in a number of ways. West Station is designed to have only 1 train per hour, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Responses to Frequently Received Comments #4 and #11.
594	EEgo	2	12/11/2019	River impacts	Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
595	EEgo	3	12/11/2019	Ped/ bike access	A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking	See Response to Frequently Received Comment #4.
596	EEgo	4	12/11/2019	Pollution	A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration	See Response to Frequently Received Comment #1.
597	EEgo	5	12/11/2019	Transit	10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
598	EEgo	6	12/11/2019	Parkland	Instead, please consider these alternative plans that will make life better during the construction process and after: A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Response to Frequently Received Comment #9.
599	EEgo	7	12/11/2019	Ped/ bike access	A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
600	EEgo	8	12/11/2019	Agganis Way	A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
601	EEgo	9	12/11/2019	Staging	An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
602	EEgo	10	12/11/2019	Ped/ bike access	A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
603	EEgo	11	12/11/2019	West Station	An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
604	EEgo	12	12/11/2019	Bus lane	Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
605	EEgo	13	12/11/2019	Transit	Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
606	EEM	1	12/12/2019	staging and river impacts	Dear Messrs. McEwen and O'Dowd, I am writing concerning the I-90 multimodal project Notice of Intent (NOI) of a proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period. Unfortunately, as presented, the proposed trestle bridge would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach. The rowing and boating communities are very interested and concerned about the I-90 plan to put a bridge over the river which extends out 150 feet into the channel. Charles River Alliance of Boaters (CRAB) and the Charles River Conservancy have requested the designers to reconfigure the bridge to hug the shoreline in a close curve to minimize encroachment on the river. Additional concerns are: - Any narrowing of the river dramatically affects river traffic safety - Safety impact of construction barges, lighting - 10 years is not "temporary" - Environmental impact of bridge supports causing river sediment to accumulate - Lights from automobile traffic affecting river user visibility before dawn and after dark - Noise and light pollution	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
607	EEM	2	12/12/2019	construction alt analysis impacts	The NOI fails to: - provide a plan of the proposed trestle element, - set out its purpose and why it is needed; • present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to - identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach. I would like to add my voice to request that the Draft Environmental Impact Statement scope require that MassDOT: - address each of these elements, - develop options that would limit and mitigate temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, and - provide a thorough evaluation of the impacts of each alternative on both.	See Responses to Frequently Received Comments #8 and #9.
608	EEM	3	12/12/2019	construction alt analysis impacts	MassDOT should be required to conduct three processes. First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The alternatives should include but not be limited to extending the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the distance the viaduct would be from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required.	See Response to Frequently Received Comment #8.
609	EEM	4	12/12/2019	River users impacts	Second, MassDOT should work with the Charles River Alliance of Boaters as well as the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them.	See Response to Frequently Received Comment #8.
610	EEM	5	12/12/2019	construction alt analysis impacts	Third, having established a clear understanding of the river's use, MassDOT should evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on the public's enjoyment of Magazine Beach. The scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	See Response to Frequently Received Comment #8.
611	EF	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
612	EG	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Enjoy the Day	See Response to Frequently Received Comment #8.
613	EJ	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
614	EJS	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that won't harm our iconic river, and to fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
615	EK	1	12/11/2019	Parkland	I ask that you please consider the environmental impact of your choices, and do whatever possible to restore the Charles' shoreline and maximize park space around the Charles. The river is our treasure, as is the environment in general. With a project of this scope, having implications far into the future, we must do all we can to preserve the area for the future. I strongly support the Charles River Conservancy's goals: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2 and #9.
616	EK	2	12/11/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
617	EK	3	12/11/2019	Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
618	EK	4	12/11/2019	staging, river impacts	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river	See Response to Frequently Received Comment #8.
619	EK	5	12/11/2019	parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
620	EK	6	12/11/2019	West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
621	EK	7	12/11/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
622	EK	8	12/11/2019	Transit	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
623	EKe	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I am an active rower, walker, cyclist along the river, and care deeply about the Charles River and its health. Please push for further review of this project to develop a better alternative.	See Response to Frequently Received Comment #8.
624	EKil	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
625	EKra	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am very pleased with plans to make changes to the Mass Pike, i.e. straightening it, increasing park land, and providing the new West Station. However, now I hear that MassDOT's plan includes construction of a four lane road and bike path IN the Charles as part of the Allston Multimodal Project! This is a truly horrendous idea. I was the Chairperson of the Watertown Stormwater Advisory Committee for several years. I am very well aware that the environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to find alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
626	EL	1	11/25/2019	Staging, Pedestrian/Bike Paths, Parkland, West Station, Buses, Transit	The Federal environmental review of this project is about to start, and unfortunately MassDOT's plans include: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail 2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty 3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking 4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration 5. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic If you agree this is not OK, email I-90Allston@dot.state.ma.us before December 12 to make a difference in this billion-dollar project. With your help, this project can have: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction. This is possible only if MassDOT and FHWA hear loud and clear that the project's trajectory must change. Our voices made a big difference last year when MassDOT rejected its plan to rebuild the I-90 viaduct and we need to speak up again! Please email I-90Allston@dot.state.ma.us before December 12.	See Responses to Frequently Received Comments #1, #3, #4, #7, #8, #9 and #11.
627	ELo	1	12/12/2019	People's Pike, West Station, pollution	I support the efforts of People's Pike as well as the need to accelerate the West Station project. If we don't have West Station in the first phase of the project, we will see our crumbling infrastructure further stressed under the pressure of the expected growth of the Boston Metro Area over the next couple of decades. We need to decrease ghg emissions and make sure that transit into the city is efficient. West Station seems like common sense. The fact that mostly everyone is calling for it NOW speaks volumes. We have to stop allowing ourselves to delay projects that would have immediate positive impact on the surrounding area, only to ask decades later why.	See Response to Frequently Received Comment #7.
628	EM	1	12/7/2019	parkland	1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2 and #9.
629	EM	2	12/7/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
630	EM	3	12/7/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
631	EM	4	12/7/2019	Staging, river impacts	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
632	EM	5	12/7/2019	Parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
633	EM	6	12/7/2019	West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
634	EM	7	12/7/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
635	EM	8	12/7/2019	Transit	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
636	EmcK	1	12/10/2019	River impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
637	EmcK	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
638	EO	1	12/10/2019	Ped/ bike access, river impacts	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As a recent transplant to Boston, I immediately fell in love with the Charles River Esplanade and associated pedestrian walkways that allow bikers and walkers alike to enjoy the river and city views. This is an important landmark and attraction for locals and tourists, but unfortunately the current MassDOT plan does not adequately connect or expand the walking and biking connections needed between the Charles River path and Allston Village or Commonwealth Avenue. Neither does the current plan address improvements to the Charles River parkland, such as the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge. Finally, the plan should also include details on how to protect and preserve the health of the river throughout the 10+ year construction process, which will significantly impact the Charles. On another note, I was disappointed to see the plan base the design for the "throat" on traffic volumes, while the state claims to be aiming to reduce such volumes. The plan should be a map for the future of transportation in the region, which will need to include more safe pedestrian routes, public transportation options and allow fewer vehicles.	See Responses to Frequently Received Comments #2, #9, and #11.

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639	EOn	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
640	EPA	1	12/12/2019	project coordination	In addition to close coordination with the host community. we recommend that the FHWA continue to work closely with state and federal agencies with relevant air, water and natural resource responsibilities during the development of the EIS. We encourage FHW A/Mass DOT to be particularly attentive to the concerns of the traveling public during the construction phase of the project. regardless of whether they transit by bicycle, car or rely on the MBT A. We also encourage continued coordination with river users that may be affected by construction planned in or near the Charles River. We appreciate FHWA"s efforts to date to include EPA in interagency meetings related to the project and the EIS development. These meetings have been a highly effective forum for discussions about process and project impacts. We look forward to future interagency collaboration as a cooperating agency with FHW A, MassDOT and other state and federal agencies during the environmental review and permitting for the project. In that role we intend to continue to review draft documents and attend coordination meetings as appropriate and as resources permit.	MassDOT and FHWA are committed to robust public and agency coordination throughout the environmental review process of the Project. MassDOT and FHWA will continue to meet with relevant air, water, and natural resources agencies, the Task Force, river users, and the general public during development of the EIS.
641	EPA	2	12/12/2019	Construction Impacts	Construction Period Impacts Construction of the proposed project has the potential to disrupt automobile, rai 1, pedestrian and bicycle travel in the project area and region over a ten year period. Construction period impacts and disruptions, project phasing and staging. and how impacts will be addressed are likely to be a focal point of public concern that must be fully considered in the EIS. The discussion of construction period impacts in the Scoping Report is general and does not fully convey the potential for congestion and air and noise effects from changes to the road and rail transportation network. We strongly recommend that the EIS highlight the construction period to promote a public discussion about this element of the project and to help cooperating agencies and the public fully understand how impacts will be minimized and addressed. Impacts include delays to MBTA rail service, emissions from construction equipment (both working and idling); longer dwells and idling by locomotives where construction disrupts track and signal operations; and longer transit time through the area by on road vehicles slowed by highway construction. The EIS should also include a detailed discussion of the construction. staging. operation and mitigation for any proposed temporary bridge in the Charles River.	The Draft Environmental Impact Statement will provide an analysis of construction period impacts and potential mitigation for adverse impacts.
642	EPA	3	12/12/2019	Alternatives analysis	Alternatives The Scoping Report presents a range of alternatives to be considered in the EIS and explains why other alternatives were dropped from further consideration. We recommend that the EIS include a discussion of how the range of alternatives to be considered in the EIS relates to alternatives considered during the previous state process and an explanation why those alternatives were dropped from further consideration.	Section 3.1 of the Scoping Report provides a history of the alternatives analysis conducted during the state environmental review process for the Project. During the state environmental review process a total of 19 interchange alternatives from 3 major groups (suburban style concepts, urban style concepts and consolidated ramp concepts) were analyzed and either dismissed or modified to better address the project's Purpose and Need. The culmination of the alternatives analysis process is MassDOT's preferred interchange concept. The evaluation of these 19 alternatives are documented in MassDOT's 2014 Environmental Notification Form and 2017 Draft Environmental Impact Report.

#	ID	Number	Date	Topic	Comment	Response
643	EPA	4	12/12/2019	wetlands impacts	Wetland Impacts The EIS should present a discussion of wetlands, streams and other waters of the United States that may be directly or indirectly impacted during project construction and operation. As noted above. the construction phase of the project will likely result in direct and indirect (temporary and permanent) impacts associated with construction of a temporary trestle bridge in the Charles River to accommodate Soldiers Field Road during the eight to ten-year construction period. We recommend that the wetland analysis in the EIS focus on these potential impacts and that the EIS describe the design/construction measures that will be implemented to avoid and minimize construction and operation impacts across all alternatives. Where temporary or permanent fill is proposed or will otherwise impact wetlands or other waters of the United States, the EIS should explain how the activity will comply with EPA's Clean Water Act regulations issued under Section 404 (b)(l), referred to as "EPA's 404 (b)(l) Guidelines:' We also recommend that the EIS include an evaluation of how each alternative can be designed to avoid, or where unavoidable. minimize direct and indirect impacts to wetlands and other waters. The evaluation of direct and indirect impacts should fully consider both temporary and permanent impacts. The evaluation of indirect impacts should include construction related indirect impacts. post construction water quality impacts (both positive and negative) and potential erosion and sedimentation impacts.	Concur. Impacts as well as avoidance, minimization, and mitigation measures associated with waters of the U.S. will be described in the Draft Environmental Impact Statement. Direct and indirect impacts will be described in the Draft Environmental Impact Statement. No permanent fill is proposed under the SFR Hybrid and Modified HV Options other than minor fill to support construction of new outfalls (required under all Options). No temporary fill is proposed under the Modified HV Option. Temporary and permanent fill are proposed under the Modified At-Grade Option. A detailed alternative analysis of temporary construction impacts to the Charles River for the SFR Hybrid Option is included as Appendix D to the Scoping Summary Report. This analysis justifies the need for temporary structures in the Charles River and how construction impacts have been minimized to the greatest extent practical. This analysis will be expanded and additional details will be included in the Draft Environmental Impact Statement. The temporary trestle bridge in the Charles River to accommodate Soldiers Field Road and the Dr. Paul Dudley White Path during construction is not required for the Modified Highway Viaduct Throat Area Option.
644	EPA	5	12/12/2019	Avoidance. Minimization and Mitigation	Avoidance. Minimization and Mitigation All construction practices which will be utilized to avoid and minimize impacts to wetlands and waters should be documented in the EIS. The EIS should also include a discussion of anticipated compensatory mitigation for unavoidable direct and indirect impacts to wetlands and other waters.	Concur. Avoidance, minimization, and mitigation measures associated with impacts to waters of the U.S., including wetlands, will be discussed in the Draft Environmental Impact Statement.
645	EPA	6	12/12/2019	wetland impacts/coordination	Coordination We encourage close coordination with MA DEP. the U.S. Army Corps of Engineers. the United States Coast Guard, EPA, and others, regarding the proposed wetland and waterway work. EPA intends to continue to coordinate closely with FH WA and MassDOT on these issues.	MassDOT and FHWA will continue to work closely with all relevant state and federal agencies including MassDEP, USACE, USCG, and USEPA throughout the environmental review process. All of the agencies listed are considered Cooperating Agencies and as such will be closely coordinated with throughout the process.
646	EPA	7	12/12/2019	Environmental Justice	Environmental Justice EPA New England has a strong commitment to promote the principles of environmental justice outlined in Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. According to the Executive Order. --Each Federal Agency shall analyze the environmental effects, including human health, economic and social effects, of Federal actions. including effects on minority communities and low-income communities. when such analysis is required by EPA. Mitigation measures outlined or analyzed in an environmental assessment, environmental impact statement. or record of decision. whenever feasible, should address significant and adverse environmental impacts of proposed Federal actions on minority communities and low-income communities:·	Concur. The Draft Environmental Impact Statement will address any significant and adverse environmental impacts on minority communities and low-income communities as outlined in EO 12898.
647	EPA	8	12/12/2019	Environmental Justice	Construction and operation of the project may cause community impacts that should be considered in the environmental justice analysis in the EIS. EPA defines environmental justice to mean the fair treatment of people of all races. cultures, and incomes with respect to the development, implementation, and enforcement of environmental laws and policies, and their meaningful involvement in the decision-making process of the government.	Concur. The Draft Environmental Impact Statement will address any significant and adverse environmental impacts, including construction and operation activities, on minority communities and low-income communities as outlined in EO 12898.
648	EPA	9	12/12/2019	Environmental Justice	We recommend that the environmental justice discussion in the EIS consider noise. traffic, and mobility as potential elements producing impacts that could adversely affect low income and minority populations near the project area. The analysis should distinguish between construction period impacts and those associated with completion and operation of the roadways and multimodal facility. Both positive and negative impacts/benefits to EJ populations and the host community at large should be identified and appropriate mitigation detailed. Section 4.2 of the Scoping Report explains that. ··Potential impacts ... will be evaluated for disproportionate impacts to environmental justice populations.'· We agree that these impacts should be evaluated and encourage FHW A and Mass DOT to develop more specific inforn1ation to describe the proposed approach. EPA 's Environmental Justice Mapping Tool, EJScreen, is available at: https://www.epa.gov/ejscreen and can support the analysis of Environmental justice impacts.	Concur. The Draft Environmental Impact Statement will address any significant and adverse environmental impacts, including those related to noise, traffic and mobility, on minority communities and low-income communities as outlined in EO 12898. This analysis will include a discussion of positive and negative impacts/benefits associated with the construction and operation of the Project.

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649	EPA	10	12/12/2019	Outreach, Environmental Justice	Public Participation/Outreach The scoping report includes a detailed description of public participation associated with the project. It describes the development and implementation of a Project Task Force. workshops. community meetings, availability of multiple repositories for project review, and a web-based means to capture public comments. The public outreach by FHW A and MassDOT associated with the NEPA process is off to a good start. We encourage these efforts to continue with a strong focus on the host communities affected by construction and operation of the project. We encourage the FHW A/MassDOT NEPA outreach program to also consider the following: •Outreach to increase involvement of Environmental Justice organizations on the Project Task force. - Scheduling of public information meetings at a time and place conductive to public participation. - Continued focus on improved access for adjacent and otherwise impacted neighborhoods to improved transit service and open space. - A description as to how the limits of the ''Local Affected Area'· was established and whether additional potentially affected neighborhoods to the South. West. and East of the proposed project should be included in the study area. - A more detailed discussion of the themes presented in the" ... over 575 comment letters on the Deir R alone'· (page four of the Scoping Report) and how they affected the overall project direction since the DEIR was published in 2017. - We also encourage Mass DOT to identify a point of contact who can address issues and concerns raised by the public throughout the construction period.	The I-90 Allston task force currently consists of 42 members. Representation is present from the Allston-Brighton CDC, the Allston Civic Association, and the Brighton-Allston Improvement Association, all community-based organizations. Given the length of the environmental permitting process ahead, it is likely that some organizations or individuals will opt to leave the task force and MassDOT will keep this suggestion in mind in filling any vacancies which occur. The agency has in the past, and will continue, to provide briefings to community organizations upon request to ensure that their constituencies are fully aware of the developing project. To date, MassDOT has held public information meetings in Allston, Brighton, Brookline, Cambridge, Framingham, and Worcester. The agency will continue to target these communities for outreach since they either border the interchange directly or represent urban centers in the MetroWest and Central Massachusetts regions served by I-90 and the Worcester Mainline. The agency will continue to coordinate with local elected officials and advocacy groups to ensure that meetings are scheduled in accessible facilities and at times which do not conflict with major religious holidays or previously scheduled community events. Lastly, should a community outside those listed above request a meeting or briefing, MassDOT will work to facilitate it. The outreach effort will continue to document this consistent theme of the public process as well as other themes which arise from the public involvement process. The locally affected area was drawn to include key institutions, Harvard and Boston Universities, major developments such as Barry's Corners and Boston Landing, and those neighborhoods through which I-90 traffic passes in high concentrations before defusing out to its more disparate destinations. That said, the public outreach process has been in no way limited to the locally affected area. Meetings have taken place outside its boundaries in Cambridge, Brookline, Watertown, Framingham, and Worcester. over 575 comment letters on the DEIR alone'· (page four of the Scoping Report) and how they affected the overall project direction since the DEIR was published in 2017. This will be provided in the MEPA FEIR, however, the chief themes of comments on the DEIR can be summed up in three major desires, the first to remove the I-90 highway viaduct, the second to see West Station built as early as possible in the overall construction process, and the third to improve parkland along the Charles River. This point of contact will be identified once the project is on its way to construction and the information shared widely with the public. The commenter is encouraged to look at, for a model, what MassDOT has done with its Tobin Bridge/Chelsea Curves construction.
650	EPA	11	12/12/2019	Water Quality	Stormwater discharges from the project site are covered under the 2003 Small MS4 Permit (the permit or pennit), National Pollutant Discharge Elimination System (NPOES) permit number MA043025. The permit requires that stonnwater discharges covered under the pem1it be consistent with any applicable total maximum daily load (TMDL) waste load allocation (WLA). The Scoping Report identifies the 2007 Final TMDL for Nutrients in the Lower Charles River Basin Watershed (the TMDL) as an applicable TMDL for this project. however the report does not indicate that any analysis will be conducted as part of the EIS to ensure compliance with the WLA applicable to the site. Table 5.4 of the TMDL indicates that all land area in the subwatershed where the project is proposed needs to reduce phosphorus in its stormwater discharges by 62%.	The MEPA Draft Environmental Impact Report cited these references and included analysis and calculations for phosphorus reduction for all alternatives. This information will also be provided for reasonable alternatives (see Section 5.4 of the Scoping Summary Report) in the NEPA Draft Environmental Impact Statement.
651	EPA	12	12/12/2019	Water Quality	We recommend that the EIS include the following infom1ation to help demonstrate that the stonnwater discharges from the project will comply with these requirements: - An analysis of the opening year phosphorus load export rate in kg/year discharging to the Charles River calculated consistent with the TMDL - A calculation of the required phosphorus reduction in kg/year, applying a 62% required reduction from the TMDL to the calculated opening year phosphorus load export rate - A calculation of the final phosphorus load export rate from the site after development (design year) in kg/year, ensuring that the required reduction is met. EPA recommends using the land-based phosphorus export rates in Appendix F of the 2016 Massachusetts Small MS4 Permit - A calculation of the phosphorus reduction resulting from storm water controls on site in the design year. EPA recommends using the land-based phosphorus export rates in Appendix F of the 2016 Massachusetts Small MS4 Pe1111it as indicated in the Scoping Report.	The EIS will include the requested information regarding phosphorus removal.
652	EPA	13	12/12/2019	Water Quality	Construction General Permit The Scoping Report indicates that the project construction phase will be covered under an EPA issued Construction General Permit. We recommend that the EIS include an analysis of proposed construction phase stormwater controls to demonstrate that water quality standards for total suspended solids and Phosphorus will not be violated. The discussion should specifically describe how stormwater runoff from the trestle bridge in the Charles River would be managed to prevent degradation of water quality. In addition, we recommend that a detailed analysis of water quality impacts be provided for each construction scenario considered in the EIS.	The EIS will include a narrative describing contract period stormwater management control requirements for each construction scenario considered including the trestle bridge and how these will be contractually enforced.
653	EPA	14	12/12/2019	Stormwater outfalls	Stormwater Outfalls BOS 035 and 132 Several Boston Water and Sewer Commission (BWSC) stormwater drainage catchments will be affected by the proposed project. The BWSC is subject to a United States EPA/Department of Justice Consent Decree (CD). The CD required a Memorandum of Agreement between BWSC, MassDOT and several other entities regarding coordination of their work. EPA assumes MassDOT and BWSC will coordinate all activities as necessary within the project area. and that MassDOT will work with BWSC and other necessary parties to complete infrastructure repairs and upgrades necessary to meet applicable TMDL requirements and the associated waste load allocation reductions. We recommend that the status of and plans for this coordination be described in the EIS.	The EIS will include a discussion of MassDOT's ongoing and continuing coordination with BWSC regarding their commitments to meet applicable TMDL requirements as stipulated in the EPA Consent Decree.

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654	EPA	15	12/12/2019	Stormwater outfalls	While multiple stormwater catchments are affected by the project, we note two stormwater outfalls of particular concern. Storm water outfall BOS 132 discharges on the south bank of the Charles River approximately 350 feet upstream of the Boston University Bridge. The outfall has been the source of discharges of oil from historical releases at the rail yard. EPA recommends that the EIS discuss in detail how MassDOT intends to remedy contamination associated with the historical releases at the BOS 132 outfall as part of the project. The current practice of switching out oil sorbent booms at the outfall every couple months is not a permanent solution.	BOS 132 and BOS 035 correspond to Boston Water and Sewer Commission outfalls for City of Boston watersheds 23G132 and 24G035. The Town of Brookline conveys contributing flow through 24G132, also, that continues to the outfall. The box culvert that conveys Salt Creek ends at the outfall for 24G035. Neither of these outfalls are under MassDOT jurisdiction. However, because the proposed project will impact these outfalls, the EIS will include more detail describing the coordinating relationship between MassDOT and all the property owners that convey drainage through the project to outfalls at the Charles River, and the anticipated mitigation that will be implemented as required by coordinating agencies.
655	EPA	16	12/12/2019	Stormwater outfalls	Stormwater outfall BOS 035 is located approximately 1,500 feet upstream of BOS 132 on the south bank of the Charles River. This outfall has also been the source of discharges of oil from historical releases at the rail yard. EPA recommends that the EIS discuss in detail how MassDOT intends to remedy contamination associated with the historical releases at the BOS 035 outfall as part of the project. As at BOS 132, the current practice of switching out oil sorbent booms at the outfall every couple months is not a long-term remedy.	BOS 132 and BOS 035 correspond to Boston Water and Sewer Commission outfalls for City of Boston watersheds 23G132 and 24G035. The Town of Brookline conveys contributing flow through 24G132, also, that continues to the outfall. The box culvert that conveys Salt Creek ends at the outfall for 24G035. Neither of these outfalls are under MassDOT jurisdiction. However, because the proposed project will impact these outfalls, the EIS will include more detail describing the coordinating relationship between MassDOT and all the property owners that convey drainage through the project to outfalls at the Charles River, and the anticipated mitigation that will be implemented as required by coordinating agencies.
656	EPA	17	12/12/2019	Project resiliency	Project Resiliency The EIS should describe how the various project alternatives will be designed to accommodate significant rainfall events/extreme weather and flooding both during construction and operation. The analysis should have a specific focus on how stormwater runoff will be managed to maintain transportation functions and water quality treatment objectives of the project.	In accordance with NEPA, the EIS will analyze impacts from current and reasonably foreseeable activities including indirect and cumulative impacts.
657	EPA	18	12/12/2019	Air Quality	Page 51 of the scoping report notes, the motor vehicle and bus emission factors will be calculated using the most recent version of U.S. EPA 's MOVES computer program (currently version 2014a):· We note that EPA's most recent version of MOVES is version 2014b (released December 2018, see https://www.epa.gov/moves/latest-version-motor-vehiclc-emission-simulator-moves). We recommend that Tier 4 nonroad construction equipment/engines be required for the project. We recommend that the EIS explain what the cessation of freight service over the Grand Junction Railroad (GJR) for the duration of construction under various options would mean in terms of rail versus truck emissions.	We acknowledge that the EPA has updated the MOVES model in 2018 from the MOVES2014a to MOVES2014b version. The motor vehicle emissions will be updated using the MOVES2014b model. The contractors for the Project will use Tier 4 nonroad construction equipment to minimize engine emissions during construction. If data is available for the number of truck trips generated from the cessation of Grand Junction freight service during construction then the Draft Environmental Impact Statement will include the net change in air emissions from diesel freight service compared to truck emissions during the construction period.
658	EPA	19	12/12/2019	Air Quality	The Scoping Report notes that,·· ... emissions inventories will include emissions from the diesel locomotives. as well as motor vehicles and intercity buses ... ·· Passenger and freight locomotive emissions projections in the EIS should include realistic estimates for gallons burned at various .. notches'· and speeds, including creep idling and stationary idling. For example, the duration or layover for passenger trains connecting to shorepower will need to be based on a feasible and practical timeframe. Diesel emissions should be estimated for trains for which layovers will be too short to make hookup practical, which are undergoing maintenance and repair work requiring on board power, during deep cold during which may overwhelm the ability of shorepower to warm locomotive systems, etc. The analysis should discuss whether freight and Amtrak locomotives will linger in the project area, awaiting windows over shared track. If they will, an estimate of the emissions should be provided.	If a comprehensive freight and passenger rail analysis is completed including layovers and maintenance operations is provided, the air emissions inventory will include these operations.
659	EPA	20	12/12/2019	Air Quality	We also recommend that the emissions inventory include a comparison of scenarios for different degrees of on road vehicle access via Malvern Street: all vehicles; buses, trucks, and emergency vehicles only: buses and emergency vehicles only: and a comparison of impacts among bus types (public MBTA transit buses only, public buses operated by municipalities or Transportation Management Associations. quasi-public buses operated by ridesharing services, or private (restricted-access) shuttle and coach buses operated by employers, institutions, tours companies, etc.). The question of allowing taxis and rideshare vehicles (Uber. Lyfl. etc.) while excluding other automobiles. vans and light trucks, should be addressed as well. We also recommend that the analysis explain whether vehicles operated by the MBTA's Ride service and perhaps also for-hire vehicles used by the disabled will be allowed. ··Intercity buses'· should be defined. if used. We also recommend that defensible mechanism(s) for guaranteeing restricted access over time be specified.	The Draft Environmental Impact Statement analysis will address the issue of what vehicles will be permitted to use the proposed transit-way connection from the I-90 interchange/West Station to Commonwealth Avenue via Malvern Street. In addition to MBTA buses and the MBTA's "The Ride" service vehicles, other possible users that could be considered are emergency vehicles, buses operated by Transportation Management Associations, or private (restricted-access) shuttle buses operated by area employers or institutions. Based on previous analyses conducted for the state environmental review process, and input received from the Task Force and the affected communities (citizens and governmental agencies), the transit-way will not be open to general traffic, commercial trucks, taxis or private rideshare vehicles. The Draft Environmental Impact Statement will also document a range of potential measures to ensure access to the transit way is restricted to authorized vehicles only.

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660	EPA	21	12/12/2019	Analysis of Indirect and Cumulative Impacts	The Council on Environmental Quality's (CEQ) NEPA regulations define effects as those "which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.'' The Clean Water Act wetland regulations have a similar definition for secondary impacts:." The NEPA regulations state that impacts include ecological, aesthetic, historical. cultural, economic. social. or health impacts. whether direct. indirect, or cumulative. The CEQ NEPA regulations define cumulative impacts as " the impact on the environment which results from the incremental impact of the action when added to other past. present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."	Concur.
661	EPA	22	12/12/2019	project coordination/impacts	We recommend that the EIS identify and analyze impacts from current and reasonably foreseeable projects and activity near the MassDOT project area including significant redevelopment opportunities catalyzed by the proposed multimodal transportation improvements and other infrastructure improvements including but not limited to the North Allston Storm Drain Extension Project. The Scoping Report notes that the ··total 2040 build-out of Harvard controlled lands within the Project Area, the Allston academic campus and the ERC [Enterprise Research Campus] is anticipated to be approximately 8.5 million square feet. .. .'' The report also notes that forecasts are for 12.300 new jobs and 3.000 new households in the project area as well. We recommend that the analysis clearly identify how resources in the human, natural and built environment may be cumulatively impacted. the timeframe for the impacts and the geographic extent of impacts catalyzed by the proposed project. For all resources considered it would also be helpful if the analysis links the potential for cumulative impacts to the long-term health of the resource under consideration. Where adverse cumulative impacts are identified, the EIS should attempt to identify which parties will be responsible for avoiding. minimizing, and mitigating those adverse impacts.	In accordance with NEPA, the EIS will analyze impacts from current and reasonably foreseeable activities including indirect and cumulative impacts. Currently Harvard University does not have a defined program, therefore impact from this project would not be considered in cumulative impact analysis. Consistent with previous filings MassDOT could address the future Harvard development in qualitative terms.
662	EPA	23	12/12/2019	Transit	Transit We recommend that the EIS fully explore how existing bus and rail operations will be affected during the ten-year construction period with a specific focus on the Framingham/Worcester line operations. The scoping Report should make it clear how commuter rail service will be affected and whether the project will upgrade service on this line to accommodate commuters who may be affected by changes to traffic on Soldiers Field Road and the Massachusetts Turnpike.	Construction-phase impacts such as impacts to bus and rail operations will be analyzed in the EIS. Many comments were received expressing interest in potential mitigation measures related to commuting concerns during and after construction of the Project. These comments and suggestions are being taken into consideration and will be reviewed for practicability and feasibility during the environmental review process. Mitigation measures will be determined for adverse effects and described in the Draft Environmental Impact Statement.
663	EPA	24	12/12/2019	Transit	The current discussion notes that ··Two track MBTA commuter rail service will be reduced to single track during some construction stages and intermittent closures of the Grand Junction service would be required to allow for minor track horizontal and vertical realignments:· We recommend that the EIS describe how the proposed project alternatives would affect commuter rail service and the rider experience, and how much temporary or permanent decrease in ridership (and therefore, increase in vehicle emissions) might result. In addition to impacts to commuter rail service the EIS should explore how freight service over the GJR would be affected, and whether freight locomotive emissions could be expected to increase due to waiting for access, versus decreased and replaced with shipping by truck.	The Draft Environmental Impact Statement will provide a robust analysis of construction period impacts and potential mitigation for adverse impacts. Detours of Grand Junction Service will be described, including number of operations, duration and anticipated mitigation measures. MassDOT and the project team will describe how the proposed project alternatives would affect commuter rail service and the rider experience. See Response to Frequently Received Comment #10.
664	EPA	25	12/12/2019	Transit	We also recommend that the analysis explain how the MBTA will upgrade transit services to prevent a loss of transit functions at a time when they arc most critical. The EIS should also explain the timing of the construction/operation of the proposed West Station facility and whether this station could help to mitigate for construction impacts of the	Many comments were received expressing interest in potential mitigation measures related to commuting concerns during and after construction of the Project. These comments and suggestions are being taken into consideration and will be reviewed for practicability and feasibility during the environmental review process. The Draft Environmental Impact Statement will include the requested analysis on transit and the timing of West Station
665	EPA	26	12/12/2019	Transit	In addition. transit bus connections are important for air quality. We recommend that the EIS explain the types of bus service envisioned as part of the multimodal facility: public MBTA transit buses only, public buses operated by municipalities or Transportation Management Associations. quasi-public buses operated by ridesharing services (e.g., Bridge), or private (restricted-access) shuttle and coach buses operated by employers, institutions, tour companies, etc. Bus service that restricts access or charges substantial fares may not promote as much emissions efficiency and congestion relief as does open-access public service.	The Draft Environmental Impact Statement will document future transit services and connections at West Station built into the CTPS modeling for the future Build scenarios. The services and connections will be based on a study prepared by CTPS for short-term transit improvements in the Study Area, and long-term transit improvement assumptions developed for the project by the MBTA and CTPS. The Draft Environmental Impact Statement documentation will include, to the extent possible, what types of ground transit services will be accommodated at West Station (i.e., public services such as MBTA buses and “The Ride”; quasi-public services such as shuttle buses operated by TMAs; private shuttle bus services operated by local employers and educational institutions). See Response to Frequently Received Comment #11 for additional information.

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666	EPA	27	12/12/2019	Rail Operations and West Station	Rail Operations and West Station According to the Scoping Report, ·'The rail layover yard would be reconfigured to help meet existing and future MBT A commuter rail layover needs west of South Station. The facility would be located within the MBTA Easement Area within BPY deeded to the MBTA during the series of transactions that transferred the underlying land to Harvard. The 3 L Re-alignment alternative maintains the MBTA ·s perpetual deeded rights to use and maintain layover tracks that accommodate eight train sets in the final Build condition with West Station in place. In addition, a new multi-modal transit station is proposed for construction within BPY in a location less than I mile east of the new Boston Landing Station. 1.3 miles ,.vest of the Lansdowne Station ... ·· We recommend that the ETS explain whether reconfiguration of the rail layover yard is less or more efficient in terms of train movements (and therefore, emissions) than that in the No Build and Major Rehab/Replacement options. Moreover, the EIS should explain whether the proximity of West Station to Boston Landing and Lansdowne stations suggests expressing some commuter trains through West Station or either of the other two to improve overall service and reduce emissions.	The Project team will analyze operations for the No Build, the construction phase, and the proposed Build Alternative: 3L Re-Alignment with Modified Flip West Station and Rail Layout Option. Under this Build Alternative, the rail layout, including layover, are relatively consistent across all three Throat Area Options, with only minor differences that would not affect operations. In the future build scenario, an express track will be included in the model scenario and will be analyzed for emissions. The Draft Environmental Impact Statement will include a description of the proposed rail operations, covering differences between alternatives, layover use, and the potential for express train commuter rail operations, for the No Build and the Build Alternatives, including consideration of expressing some trains through West Station via the proposed express tracks under the Build Alternatives.
667	EPA	28	12/12/2019	Ped/ bike access	Bike and Pedestrian Access We recommend that the EIS explain how pedestrian and bike access will be maintained during all phases of construction.	Many comments were received expressing interest in potential mitigation measures related to commuting concerns, including maintenance of pedestrian and bicycle facilities, during and after construction of the Project. These comments and suggestions are being taken into consideration and will be reviewed for practicability and feasibility during the environmental review process. MassDOT intends to maintain existing pedestrian and bicycle connections throughout construction to the extent feasible. Mitigation measures will be determined for adverse effects and described in the Draft Environmental Impact Statement.
668	EPA	29	12/12/2019	Level of service	The Scoping Report (page 8) notes that. "Deficient level of service (LOS F) and delay/queuing at ramp terminus intersections currently exist." We recommend that the EIS explain how much of this deficiency in LOS is due to ramp location/design, versus overall area vehicular congestion and whether any non-highway aspects of the proposed project (e.g. bus, rail, bike) can address this deficiency.	The Draft Environmental Impact Statement analysis will document the existing operational deficiencies at the I-90 ramp termini and the causes of those deficiencies to the extent feasible. The analysis will also document how these operational deficiencies will become worse in the future without implementation of the project, and how operations will improve with the project (and why those improvements can be realized). Non-highway improvements (increased transit services, enhanced bike and pedestrian facilities, etc.) will be a component of the improved traffic operations and those improvements will also be documented in the Draft Environmental Impact Statement.
669	EPA	30	12/12/2019	layover yard	Commuter Rail Layover The scoping Report (page 8) notes that, --Existing mid-day layover capacity on the MBTA's South Side rail system is currently deficient. Layover within project area only reflects a portion of the MBTA layover needs:' We recommend that the EIS explain whether this layover capacity within the project area is proposed or existing and specifically explain how much of the MBTA's need for layover is addressed by either or both.	See Response to Frequently Received Comment # 1 in the Scoping Summary Report. The Draft Environmental Impact Statement will more fully describe the current layover deficit and future need for midday layover as part of the overall commuter rail system operational needs. The Draft Environmental Impact Statement will describe the current and proposed use of Beacon Park Yard with respect to layover as well as the MBTA's by-right use layover within the MBTA Easement Area and how much of the MBTA's need for layover is addressed by Beacon Park Yards and other south side layover locations being considered.
670	EPA	31	12/12/2019	Roadway Deficiencies and Safety	It would be helpful if the EIS fully describes the parameters which must be met to address safety hazards. In the Scoping Report supporting information uses statewide urban interstate averages as the comparison set. whereas another applicable set might be Greater Boston Interstate 93 or 95 averages. Also. it is not clear whether the 2015-2107 data set for the project area is compromised by the presence of the toll plaza during that time period. We recommend that the EIS explain what part of the excess risk is attributable to geometry. as opposed to signage, sheer volumes, aggressive driving, etc.	The Draft Environmental Impact Statement will include an updated safety analysis, including crash data collected after the removal of the toll plazas. Details of the crash causes will be provided to the extent those details are available from the MassDOT safety data base. Comparisons presented in the Draft Environmental Impact Statement will also be based on available MassDOT data and will be consistent with the methodologies and standards of the transportation engineering profession.
671	EPA	32	12/12/2019	rail Limitations	We agree with statements in the Scoping Report that providing additional transit within the Greater Boston area for Allston residents is important. but it's not as clear how many Worcester Line riders would embark or disembark in Allston. It would be helpful if the EIS could provide a better sense for this beyond the data provided for overall Worcester Line ridership increases.	The Draft Environmental Impact Statement will include ridership projections for a 4 track, 3 platform station plus express track, and demand for transit trips disembarking at or originating from West Station. The ridership analysis being modeled by CTPS will identify anticipated boardings and alightings at West Station for both commuter rail users and bus users. Additional details on modeling approaches are included in Response to Frequently Received Comment #11.

#	ID	Number	Date	Topic	Comment	Response
672	EPA	33	12/12/2019	layover yard	Commuter Rail Layover For both repair and light maintenance activities. we recommend that the EIS describe these operations in detail, including quantifying the amount of time and time of day that motive and/or auxiliary engines would need to operate during these activities (as opposed to draw electric shore power). The EIS should explain whether trains will be held purely for schedule adjustment purposes, and if so, for how long, and whether drawing shore power during these dwells will be feasible as opposed to idling diesel engines. The EIS should also describe what proportion of the MBT A· s overall unmet near-term (2040) need for layover capacity for the southern part of its system could be realized in Allston.	The Draft Environmental Impact Statement will describe all rail operations and expected and allowable repair and light maintenance activities proposed to be conducted (and how frequently). The Draft Environmental Impact Statement will also estimate the amount of time and time of day that motive and/or auxiliary engines would need to operate during these activities. A detailed description of the current deficit and the future deficit for layover will be provided based on the latest operational models for the south side commuter rail system. Please also see Response to Frequently Received Comment #1.
673	EPA	34	12/12/2019	Rail improvements	Rail Improvements The Scoping Report (page 14) notes ... The Project would not preclude future intercity rail service and transit service on the GJR line.'· The EIS should explain whether any alternative (or variation under consideration) would do more to encourage or support such future service. given likely demand for both, as cited by MBTA and MassDOT studies of system capacity constraints.	The rail design is being developed in cooperation with the MBTA, input from the Task Force, the public, FRA and FTA to ensure that the infrastructure included in the project aligns with future goals for the system. While a single project cannot achieve all goals for the rail or roadway systems, the designs are being carefully considered to ensure that design of West Station and Beacon Park Yards supports reasonably foreseeable future improvements. West station will offer 4 station tracks, which equals the number of tracks offered in the throat area to the east, and greater than the tracks offered to the west. Both the Worceter Main Line and a prospective Grand Junction shuttle service would operate on two tracks.
674	EPA	35	12/12/2019	Electric Plug-ins	Electric Plug-Ins Page 17 of the Scoping Report notes, "MassDOT would continue to use the existing tracks, as of by right, for layover of commuter trains within the MBTA easement, needing only minor modifications to the yard leads. Existing tracks within the easement would support the layover of up to eight train sets (locomotive and up to nine passenger coaches) on four tracks per the easement agreement which deeded area within BPY to the MBT A during a series of transactions that transferred the underlying land to Harvard. Electric plug-ins for locomotives would be installed to limit engine idling in conformance with regulatory agreements." Please note that EPA is currently evaluating information provided by the MBTA to determine whether electric plug-ins located in other layover yards are in fact limiting idling to the degree required by law.	Acknowledged.
675	EPA	36	12/12/2019	Highway Viaduct Option	The Scoping Report explains that, "Switch connections between the commuter rail tracks and GJR tracks remain at-grade and provide the maximum cross-over flexibility to access the proposed rail yard and West Station platforms from the east." We recommend that the EIS explain whether/how this flexibility translates into more efficient movements or improvements in service, and thereby into emissions benefits, as compared to the At-Grade and Hybrid options.	Operational movements of the proposed action will be described in detail in the Draft Environmental Impact Statement. Acknowledged. The EIS will explain whether/how proposed rail flexibility may translate into more efficient movements or improvements in service, and thereby into emissions benefits.
676	EPA	37	12/12/2019	West Station and BPY Layover	According to the Scoping Report the Flip Layout Option," ... would position West Station to the north side of BPY and the layover yard to the south side of the station.'· We recommend that the EIS explain the difference in exhaust exposure to abutting populations (from maneuvering and dwelling trains) associated with layover yard position variations.	The Draft Environmental Impact Statement will describe the emissions from the proposed build options . Options that have been dismissed from consideration during scoping will not be analyzed in the Draft Environmental Impact Statement. The DEIR (published in 2017 under MEPA) assessed the north side layover layout and provides information noise and air quality associated with this design option. Air emissions calculations and air dispersion modeling will be performed for the proposed build option.
677	EPA	38	12/12/2019	West Station and BPY Layover	The Scoping Report also notes that the,·· ... Flip would include two WML tracks that divert to the north from the existing alignment resulting in a reduction in design speeds to 49 miles per hour. The Flip provides two GJR tracks and three island platforms but would not provide at-grade walk-up access for pedestrians from the neighborhoods to the south as the DEIR option would. The layover yard would include four tracks for eight layover train sets, but access would be from a yard lead branched from the main line instead of from the GJR per the DEIR alternative alignments." We recommend that the EIS explain how this 30 mile per hour speed reduction would affect commuter rail service, ridership, and system emissions efficiency.	The Draft Environmental Impact Statement will describe rail operations, anticipated boardings and design speeds. The Draft Environmental Impact Statement will qualitatively discuss how design speeds might affect commuter rail service, ridership, and system emissions efficiency. MassDOT does not intend to run alternative ridership model scenarios.
678	EPA	39	12/12/2019	West Station and BPY Layover	The Scoping Report notes that the" ... Flip would include a roadway connection to the south from West Station for buses only via Malvern Street. Pedestrian access would be provided at Malvern Street and Babcock Street." We recommend that the EIS explain how the roadway would be limited, structurally or legally, to buses only. and to what sorts of buses. It appears that restricting other vehicle access would make a big difference in traffic emissions. Integrating pedestrian access would also help encourage walking to the station and adjoining areas.	The Draft Environmental Impact Statement will describe the roadway restrictions and anticipated operations, including how transitway access would be restricted to buses only.
679	EPA	40	12/12/2019	West Station and BPY Layover	The Scoping Report notes that the" ... layout would provide for future robust GJR service but would reduce operating speeds and increase travel time for many WML riders. It would also limit operational flexibility between WML, layover, and GJR because the geometric constraints presented by the layout prevents some crossover moves contained in the DEIR option. This alternative also requires the limited freight movements along this line to cross over mainline tracks on each side of the yard, introducing freight/commuter rail conflicts that can be avoided with other station layouts ... The Flip would result in slower WML speeds and be more limiting to WML operations as layover moves are made along and across mainline tracks.'· We request that the EIS quantify the emission consequences of these pros and cons, consistent with our comments above.	The Flip option for West Station and Rail Layout has been dismissed from further consideration as it does not meet the established rail criteria and is considered unreasonable for the Project. See Section 5.3 of the Scoping Summary Report. Therefore, emissions consequences of the Flip option will not be further analyzed in the Draft Environmental Impact Statement. However, emissions consequences for the Modified Flip, which includes elements of the Flip and has been deemed reasonable for the Project, will be further analyzed in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
680	EPA	41	12/12/2019	Modified Flip Layout Option	According to the Scoping Report the Modified Flip option " ... maintains two 'express' tracks kept along the existing right-of-way, which allows commuter rail and Amtrak trains to bypass West Station for express services. Unlike the Flip, the Modified Flip could be designed to meet or exceed the existing 79 mile per hour Maximum Allowable Speed established under current rule." We recommend that the EIS highlight how this is good for service, ridership and emissions.	Concur. The Modified Flip has been updated to offer four station tracks and three platforms plus a single express track outside of the station area. See Section 5.2.3 of the Scoping Summary Report for further discussion. The EIS will describe the operations, service, ridership, and emissions for the anticipated operations. The air emissions benefits will be qualitatively discussed. Anticipated benefits of the express track are included in the Response to Frequently Received Comment #4.
681	EPA	42	12/12/2019	Modified Flip Layout Option	The Scoping Report also notes that " ... (b]because the Modified Flip maintains railroad service on the existing tracks (south of the layover yard), it does not provide the buffer park that was proposed by Harvard in the original Flip concept." We recommend that the EIS characterize the effectiveness of the park in terms of mitigating emissions and noise to abutting residences and other sensitive land uses. The park appears narrow, so the degree to which it could maintain healthy tree plantings would seem to be crucial in terms of filtering particulate matter and attenuating noise. The EIS should also describe whether the wall depicted in the Modified Flip partially or fully accomplishes the same purpose.	As the Harvard version of the Flip is being dismissed, proposed options will not include a comparative analysis to an option that provided for a buffer park. The Draft Environmental Impact Statement will describe any benefits that the proposed track layout and sound barrier wall may offer with respect to buffering the adjacent neighborhoods from noise and air particulate matter.
682	EPA	43	12/12/2019	Noise Impacts	The Scoping Report notes two " ... potential Type II noise barriers on the westbound side of 1-90 between Franklin Street and Everett Street and between Everett Street and Market Street, which have been on the MassDOT Type II priority list since 1992, have been included in the noise study to evaluate the feasibility and reasonableness of mitigation." The EIS should explain why these noise barriers remain on a priority list but were never built and more generally how this sort of delay will be avoided in following through with mitigation for the project.	The Draft Environmental Impact Statement will provide additional background on MassDOT's statewide Type II noise barrier program and will address how the Project could facilitate the construction of these noise barriers .
683	EPA	44	12/12/2019	Noise Impacts	The Scoping Report discusses noise walls and notes, "If a noise wall is determined to be feasible and reasonable, then the viewpoints of property owners and residences would be surveyed to determine if at least two thirds of the weighted total number of residential votes are in favor of the barrier. MassDOT would hold a public information meeting in the neighborhoods where the barrier is proposed, and a mail survey would be conducted." The EIS should explain why these methods and criteria are appropriate. The project will include extensive road and rail work in close proximity to residential, institutional and commercial land uses, both existing and planned. It is likely that several public meetings will be required to adequately assess public opinion. Not only property owners and residents (both tenants and owners) should be polled, but also property managers. The EIS should explain when this assessment will be performed and the source of funding for any sound barrier deemed appropriate for the project.	The Draft Environmental Impact Statement will provide additional background on the FHWA and FTA noise guidance regulations which include specific requirements that departments of transportation must follow in evaluating the feasibility and reasonableness of noise barriers. In conjunction, MassDOT will also follow the MassDOT noise policy, which describes the approach MassDOT takes to soliciting the viewpoints of property owners, residents (owners and renters), and city/town officials regarding the construction of noise barriers. MassDOT will also consider involving property managers in this process of soliciting viewpoints of the public, particularly in regard to multi-family residences.
684	EPA	45	12/12/2019	Noise Impacts	We also recommend that predictable noise and vibration impacts from the layover facility should be carefully assessed. Near some existing MBTA commuter rail. Amtrak and freight layover areas, residents report of severe sleep deprivation and stress from locomotive idling and low speed travel. Even at layover stations where electric plug-ins are available, trains come and go during the night and some idle due to broken equipment or sho11 dwells. This activity can lead to chronic sleep disruption of nearby residents. We recommend that the EJS explore whether sound walls or other mitigation measures could address these impacts. In addition, we recommend that the analysis explore how residents in high-rise residences and institutions located near proposed rail facilities are likely to experience noise from the project and how those impacts can be addressed.	Noise and vibration impacts from any proposed rail operations and layover facility will be assessed in the Draft Environmental Impact Statement using noise modeling programs. Mitigation of such impacts will also be assessed in the Draft Environmental Impact Statement. Many comments were received expressing interest in potential mitigation measures related to potential noise impacts during construction of the Project. These comments and suggestions are being taken into consideration and will be reviewed for practicability and feasibility during the environmental review process. Mitigation measures will be determined for adverse effects and described in the Draft Environmental Impact Statement.
685	ER	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, As a resident of Watertown, MA, just three blocks in from the Charles River, I deeply value the Charles and what it offers—not only for us humans who enjoy its beauty and recreational opportunities, but for the variety of animal and plant life that it supports. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
686	ERid	1	12/7/2019	West Station	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I have lived close to the Allston I90 interchange for 14 years, and have been massively impacted by the design of that area, as a resident of Brookline, then Lower Allston, then Cambridge. I drive, bike and walk regularly (and wish I could commute by train, but our city's transit services are inefficient, inadequate, and unreliable). I feel strongly that the redesign must not only support but embrace and incentivize commuters to walk, bike, or use transit. This is the ONLY solution to our horrendous traffic situation in Boston. Please do everything possible to make those other modes of transit not only possible and safe, but attractive to our residents! That effort must include: 1- Accelerated construction of West Station and a design that will accommodate the highest possible levels of rail traffic. This design should be not only for the maximum usage we could imagine today, but looking forward to a future of even more reliance on rail travel (in alignment with the MBTA's recent endorsement of increased commuter rail service).	See Responses to Frequently Received Comments #2, #4 and #7.

#	ID	Number	Date	Topic	Comment	Response
687	ERid	2	12/7/2019	Ped/ bike access	2 - improved pedestrian and cyclist connections between the river path and Allston Village / Comm Ave. The environment pedestrians and cyclists face in our city, and especially in that area, are nothing short of hostile. The bike / walking areas that exist are inadequate and choked. This DETERS commuters from getting out of the car, worsening traffic, noise and air quality, and making our city a worse place to live. Please do everything possible to make walking and biking safer and more attractive options!	See Response to Frequently Received Comment #2.
688	ERid	3	12/7/2019	Pollution	3 - protect the environment. It supports all our quality of life and the planet. Provide a plan to improve the space we devote to parkland and the quality of that space; and to protect the health of our river. Hello, I already sent some comments, but please add this to what I sent before: I'm extremely dismayed to hear there is no plan to offer additional bus / rail service during the 10-year construction period. It would seem that is the best way to mitigate travel disruptions; not offering added bus/rail service with make it even more of a nightmare for the many commuters impacted. Also, the rebuild of Soldiers Field road above the river will have serious negative impacts on the river; I implore you to seek other options.	See Responses to Frequently Received Comments #2, #8 and #9.
689	ES	1	11/26/2019	staging, ped/bike access, transit	I would like to submit my formal disagreement with the direction of the plan to rebuild the Mass Pike's Allston interchange. I do not agree with building out Soldiers Field Road into the river, I do not agree with the redesign of the Franklin Street Footbridge as it is unsafe for walking and biking, and I absolutely do not agree with the limitations that will be imposed on commuter rail and bus transportation, among many other elements of the plan that I find unacceptable. There are other alternatives that exist that are better for residents, commuters, and the environment. Please consider the needs of those who live in and rely on this area for effective transportation and quality of life.	See Responses to Frequently Received Comments #4 and #8.
690	ES/BCHigh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. As a longtime resident of East Cambridge, and a member of the Reservoir Church in North Cambridge, it's important to me that we protect our outdoor spaces in Cambridge, particularly around the Charles River. Thanks so much for your consideration.	See Response to Frequently Received Comment #8.
691	ESB	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
692	ESel	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
693	ESh	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am writing this because I am very concerned with the MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has stated this disruption would be "temporary," 8-10 years DO NOT feel temporary to those who kayak, canoe, row, sail, or fish on the river. More importantly, the environmental impacts to the river will be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I strongly urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
694	ESof	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. That said, I urge MassDOT to ensure that bike/ped right of ways through the Allston Viaduct area remains open throughout the project. Really, its capacity should be increased to support more users seeking alternatives during the construction project.	See Responses to Frequently Received Comments #8 and #9.
695	Esp.Assoc	1	12/12/2019	Noise Impacts, Pollution, Environmental Justice	The Esplanade Association hereby requests that the final Scoping Report also include the following: I. A greater emphasis on environmental justice. The Esplanade Association recognizes that the many communities that will be impacted by the 1-90 Interchange Project have, historically, been subject to damaging noise and air pollution. We ask that the Project's Purpose is expanded to include improvements to noise and air quality conditions. By mitigating these negative impacts, communities would. See many worthwhile health benefits as well as an improved experience on the Esplanade.	See Response to Frequently Received Comment #2. Noise and air quality impacts, including impacts to Environmental Justice communities, of reasonable alternatives will be analyzed in the Draft Environmental Impact Statement. Mitigation measures for unavoidable impacts related to noise and air quality conditions will also be described in the Draft Environmental Impact Statement.
696	Esp.Assoc	2	12/12/2019	Alternatives analysis	The inclusion of Additional Build Alternatives. An analysis that focuses on a single build alternative omits several other fruitful configurations that would lessen project impacts upon the river and its park frontage. These include eliminated the need for Soldiers Field Road to be located on a deck in the Throat area. This and other alternatives that should be considered are described in section II of the Joint Mass Pike Task Force letter.	See Response to Frequently Received Comment #8. Three Throat Area Options will be carried forward into the Draft Environmental Impact Statement for detailed analysis: the SFR Hybrid, the Modified HV and the Modified At-Grade.
697	Esp.Assoc	3	12/12/2019	river impacts, trestle	An assurance that the Project will work to improve, or at least prohibit further degradation of, the ecological health of the river, as well as the public's access to it. The Report and the Project should further analyze, acknowledge, and work to prevent and/or mitigate the negative impacts of the Project on the water quality and ecological conditions of the Charles River in addition to the parkland pathways that run along it. In order to consider these concerns duly acknowledged, the Esplanade Association would hope to see full documentation of: a. The need for the trestle structure in the "Modified Hybrid" Throat Alternative, b. The impacts of constructing and, separately, removing the trestle, c. A comprehensive evaluation of alternative design options as listed in sections I1.C.2 and I1.D.4 of the taskforce letter, and d. A comprehensive environmental mitigation plan as noted in section I1.E.1 of the task force letter.	See Responses to Frequently Received Comments #8 and #9.
698	Esp.Assoc	4	12/12/2019	bike/ped access, Agganis, Franklin St ped bridge	IV. A comprehensive plan for improved bicycle and pedestrian connections to the riverfront park paths. The Esplanade Association considers this to include at least two particular areas of interest for several of our peers: creating a bicycle and pedestrian bridge from Agganis Way and Franklin Street to the Paul Dudley White Path and a significantly improved connection from Commonwealth Avenue at the Boston University Bridge to the Paul Dudley White Path. The Esplanade Association has been deeply engaged in promoting enhanced multimodal transportation options within the park that prioritize safety and build connectivity from outside the Esplanade. Our work has included efforts to separate lower-speed pedestrian/runner and higher-speed bicycle traffic to promote safer commuting conditions and wider usage. Our goal is to minimize conflict and ensure that bicycle and pedestrian infrastructure meets the growing demand on the pathway system.	See Response to Frequently Received Comments #2 and #4 as well as Section 2 - Purpose and Need of the Scoping Summary Report.
699	Esp.Assoc	5	12/12/2019	bike/ped network, ecological and parkland mitigation	The Charles River Basin is a critical nexus in the metropolitan transportation network. According to a 2014 Pedestrian and Bicycle Connective Study for the Charles River Basin, the path systems that frame the riverbanks and the bridges are used by as many as 10,000 cyclists, pedestrians, and runners per hour. As projects recommended in the study are completed by the state and adjacent municipalities to improve access, multimodal traffic and park visitorship will grow. The 1-90 Interchange Project provides a once-in-a-generation opportunity to further the earlier study's conclusions by seamlessly linking this new neighborhood in Allston to the existing and improving riverfront transit network on the Esplanade. Additionally, though the Charles River Basin's current configuration was manmade, the ecological significance of the ancient watershed that it was built upon remains, and must be protected. We strongly encourage the Project to further analyze and provide plans for ecological and parkland mitigation efforts.	See Response to Frequently Received Comment #9.
700	ET	1	12/6/2019	River Impacts	Hi, Based on what I have heard, the work on this project would put Soldiers Field Road over the Charles. Conservation efforts have worked to improve the river, and this highway over the river could be a major setback and pose environmental risks. I'm not sure what the other options are, but I would urge you to protect the river and avoid putting the road over it.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
701	EThо	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am one of thousands of rowers on the Charles River and am proud of the wonderful amenity that Boston is known for World Wide. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
702	ETW	1	12/10/2019	Staging alternatives, river user impacts	Dear Mr. McEwen and O'Dowd The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
703	ETW	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
704	ETW	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
705	ETW	4	12/10/2019	Staging alternatives, river user impacts	In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
706	ETW	5	12/10/2019	Staging alternatives, river user impacts	a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
707	EVD	1	12/12/2019	Shoreline improvements, staging, River impacts, anti-icing	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Multimodal project. I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in addition to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. The long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: - In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. - MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." - This over water temporary bridge would increase the potential impacts to the river from construction site stormwater run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. - Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. - Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm confident that MassDOT and its engineers can find a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river. Over the past 50 years, I lived, worked, received advanced degrees, and jogged along the banks of the Charles River as well as rowing, paddling, and sailing on the River almost daily. In fact, I consider it the heart of greater Boston. It would be heartbreaking to lose access or degrade this great resource, even temporarily.	See Response to Frequently Received Comment #8.
708	EW	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your time and consideration!	See Response to Frequently Received Comment #8.
709	EWeb	1	12/14/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
710	EWoh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
711	FB	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
712	FC	1	12/8/2019	Ped/ bike access	Plans for the new interchange should include pedestrian access to the Charles river path from Commonwealth Avenue at Agganis Way. For the 30 years that I have lived in North Brookline in the Pleasant Street corridor, I have been frustrated by the lack of access to the Charles River Paths. To get to the river as a pedestrian, it is necessary for me to walk east for at least a half a mile to the BU campus center to find a pedestrian bridge. Current arrangements are particularly frustrating when I want to walk west along the Charles. A pedestrian bridge at Agganis Way will make the Charles River path much more accessible in North Brookline for those who want to exercise, stroll, or commute by foot. At a modest additional cost, a pedestrian bridge at this location will make a significant difference for residents of North Brookline!	See Response to Frequently Received Comment #4.
713	FH	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
714	FHa	1	12/14/2019	river impacts, River users impacts, staging	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
715	FSal	2	12/12/2019	Alternatives analysis	Re: Observations Supporting the Comment Letter of Antonio Di Mambro Dear Mr. McEwen and Mr. O'Dowd: I am writing to pass along the comment letter that is being filed by Antonio Di Mambro. For those of you who may not know Antonio, he is one of the most creative people that I know. And generally, when he has given me advice which I felt was too radical, I have lived to regret not embracing Antonio's vision. In the case of the Allston Infrastructure initiative, Antonio has been thinking creatively about this area since he was an MIT urban design student in the 1970s. He publicly advocated the opportunity to reconceptualize the turnpike and rail, infrastructure, and open space and land use in a Boston Globe conference on "Developing an Accessible Region "in 1993. We owe to Antonio the concept of introducing West Station, as a regional rail transfer point to provide access to the Kendall area from the western corridor, and take advantage of the enhanced connectivity between the Boston core and Metro west and Worcester to support a new development node in the Boston core that has similar potential to that generated decades ago when the Prudential center replaced the rail yard in the Back Bay. Antonio's most recent observation is described in his comment letter which proposes to place the Grand Junction connector from West Station under the throat area and the River to Cambridge. Essentially an inversion of the AMP plan considered earlier in the planning process, this would facilitate the development of an all at grade turnpike, with a restoration of parkway character to Soldiers' Field Road, enhancing the currently degraded River edge and Paul Dudley White Path, and providing a dramatic opening of the landscape resources of the historic Charles River Basin to the South Allston/Brookline/BU neighbors to the south, improving the historic park resources, rather than degrading them. It would involve only modest expansion of the River bank into the edge of the River to ecologically enhance the River bank, and provide for a more generous pedestrian and bicycle path, and very importantly maintains the rail connectivity across the Charles provided by the Grand Junction for the decade of construction. It emphasizes the importance of completing the two-track passenger connection from West Station across the River to Cambridge as part of the Allston Interchange reconstruction. I believe that Antonio's concept provides an excellent example of the federal Section 4 f requirement to carry out "all possible planning" to offset negative impact of transportation investments and may even constitute an alternative that avoids the destruction of the protected park and historic resources and should be considered the required solution. At the very least, I believe that this alternative has so much potential that it must be considered as an alternative to the current options in the federal environmental process. I am sending Antonio's comment letter to you in the hopes that you will share my enthusiasm for Antonio's vision, and support the request to MassDOT and FHWA to consider this approach in the environmental, process which is being initiated.	See Response to Frequently Received Comment #6. See Figure 1 - Project Area of the Scoping Summary Report. MassDOT has developed the reasonable range of alternatives that will be addressed in the Draft Environmental Impact Statement (see Section 5.4 of the Scoping Summary Report). The chosen alternatives do not consider a variation that places the Grand Junction into a tunnel within the project area. The project limits do not include crossing the river, and a project of this scale would require a separate environmental analysis.
716	FSal	1	11/7/2019	Trains	Before I make my public comment, I want to congratulate the presenter tonight. You took something really complicated and explained it tonight so that you can understand it. And I think the written document is very good in terms of making it clear and what we're about and what are the advantages because clearly. And we can commend it to the quality of the work in that sense. There are a couple of inconsistencies that I have to ask you to clarify. But when let me talk through the basics. On the purpose of need, there are things left out on the purpose and need that I think really belong there. At the very first meeting beginning back in 2015 at the Jackson Mann. The very first speaker, Representative Cohn, in his first point said that we need to reconnect South Boston to North Boston. This community's been divided by the railroad line for about 150 years since by the car bottles about the same length of time. This is a chance of two centuries to fix it and fix it right and I think that connectivity issue needs to be in the in the purpose and need. There's a hint of in terms of needing to connect the need to connect to the river, but the community needs to be connected. I think that needs to be added to the purpose and need. The second issue that needs to be in the purpose and need is to look at a need for a program to maintain mobility throughout the construction program I know that some people got [inaudible] purpose and need. But I think that comes from the mindset about the National Environmental Policy Act that doesn't really apply to the project that's in place. Generally speaking, people think that the Environmental Impact Statement as something where you're trying to deal with and now, we're telling you in the future, before and afterwards it's important. But a project this complex the situation [inaudible] has much more importance than it does on many projects. So, things like reducing rail to a single track. We lived with a single track for about 50 years since the turn pike was moved [inaudible] here and it wasn't nice. It was the most unreliable commuter rail line that the MBTA operated because of two factors: single track had to go in or out, but it can't do both and the fact that the CSX freight rail dispatcher. They thought it was cute to send the freight train out during peak hours. So they were really the two factors, the single track was a terrible curse, but the lack of control dispatcher was a problem, too. That got fixed a few years back by cooperative led effort: MassDOT, Harvard University, the then Lieutenant Governor, Murry, who put a lot of work in Worcester. We ended up with a win. Worcester wanted a relocated train yard. Everyone here wanted it out of here. And by moving the freight yard it was possible to get two track operation and MBTA gained control of dispatching. And as you do note in this report, ridership has grown dramatically since. You don't cite the change in the signal track and the dispatching. But it is the fastest growing commuter rail line in the system because that was corrected. That applies to this [inaudible] situation I think in two ways. One, it's important to sketch the trajectory to see how many more people in the normal course would be using rail 8 to 10 years from now. It's To at least another 25%, if you just do a straight-line projection, it's probably closer to 50% more people. So, the disruptive in going to a single-track operation for close to a decade is horrendous to think of in terms of the existing when you think about the growth in desire tendency, it's really a big, big deal. So, I think that the purpose of using the term making it into a mobility program as opposed to a mitigation program. Because mitigation is used for a lot of things that, you know, propagates aesthetic, propagates ecological issues in the river, I think these issues are important, I'm not trying to downplay that. But the maintenance of mobility is critical. I think it needs to be in the purpose and need. The one thing I think that does not belong in purpose and confounds for a lot of objectives is the layout matter. We've had for 150 years the freight yard that ruined our community. We don't want it back. It is not a simple and from an operational point of view, every train that's going to the layout needs to be the [inaudible] equipment provide service, and then extra switching that makes the rail less efficient than it would have been. So, layout is a direct attack on the quality of service. I believe it's not [inaudible], but I believe anybody who's got their head around a difficult the system would not dream to allow the layout to operate until the project is done because it would so screw up the construction. I haven't seen that in writing. I've had a lot of side conversations, with people that have said "yeah, that would be nutty." But I'd like to see that in writing. If you're not going to do it for 10 years and solve the problem some other way, then you can live without forever. And the action of the System Control Board last week basically shifting in the direction of an aspirational 15-minute frequency. I'd like to that aspiration achieved. As my friend Ari will share later let's spend the money moving trains that serve people not parking trains. It's not just the money that the layout costs. It's so complicates the operation and your well description makes it clear that it's the layout screwing up a lot of the other objectives that you're after There is also another statement that's inaccurate. It's not quite accurate. It talks about MBTA's easement right to a certain amount of land in an agreement with Harvard. That is accurate. That is not the right to build. The South Station Environmental Impact Statement from a few years ago, laid out very clearly that lay out in Allston was going to have an environment process that would be separate. It was going to be the environmental process for Allston. People don't like it. They figure ways to make it a little bit less impacted. But I think we should keep our eye on the ball here. By doing that we should be able to accomplish just intermediate objectives that are very, very important. One is you can get an at-grade six lane temporary turnpike much sooner than if you didn't do that. That means you can tear down the viaduct before it falls people. And that viaduct in in terrible shape. So, by doing it in a manner that makes you construct it more reasonably would greatly help you achieve major milestones. It would also spell out in terms of its timing implications; I think in the purpose and need. It also I suspect being able to return a connection to the Grand Junction earlier and to West Station earlier if you follow through on the construction sequence to be shown for the throat. You haven't shown us a construction sequence for Agganis. But presumption is that they are similar. Those are also very important milestones. The early that you can return the use of Grand Junction for the rail budget and for the operations of the T. And while Grand Junction is suspended is now the time to get the Grand Junction across the Charles, build the two tracks, and bike and pedestrian connections so that when the project construction is done, it's really done and you set it up for a future where rail can carry a much greater number of people. The much greater number of people who want to use it. For a Highway Project there's no rejection here on what happens to demand? The cities growing. The government is growing more and as more people try out their trips, they don't fit on the roads, they have to fit on the rail. and that analysis I think will help inform problem before. But I would strongly suggest that the Grand Junction connection needs to be part of this project and built at the same time so that it's effectively integrated and you can run some really good service maybe before the construction but certainly afterward.	See Responses to Frequently Received Comments #1, #4, #9 and #10 and Section 2 - Purpose and Need of the Scoping Summary Report. Mobility Limitations within the Project Area is an element of the Project's Purpose and Need. Impacts, including construction impacts, of reasonable alternatives will be identified in the Draft Environmental Impact Statement. MassDOT will strive to maintain mobilitiy of all modes throughout construction to the extent feasible.
717	FTA	1	12/13/2019	Noise impacts, Pollution	MassDOT should ensure that the most recent edition of FTA's Noise & Vibration Manual(2018) is utilized.	Concur. FTA's 2018 Noise & Vibration Manual will be used during development of the EIS.

#	ID	Number	Date	Topic	Comment	Response
718	FTA	2	12/13/2019	Air Quality	Air Quality – The scoping report mentions the Boston CO maintenance area, but that completed its 20-year maintenance period in 2016 and does not require transportation conformity any more. MassDOT should coordinate with EPA to see if conformity is required for the 1997 ozone NAAQS under South Coast.	We acknowledge that Boston CO 20-year maintenance period ended in 2016. It is anticipated that at a minimum a project-related transportation conformity will be required by EPA for the 1997 ozone NAAQS based on the South Coast court decision. MassDOT will confirm with EPA.
719	FTA	3	12/13/2019	Construction impacts, WML, Transit Impacts	Construction-phase effects - Describe the anticipated service effects of the proposal to single-track the Worcester Main Line during project construction. - Describe the construction-phase effects on commuter rail maintenance activities.	To be clear, MassDOT is not proposing a single track operation, but anticipates that the construction activity will necessitate a reduction in service to a single track during some phases of construction within the work zone, regardless of the through alternative selected. The Draft Environmental Impact Statement will analyze anticipated service effects of a single-track operation on the Worcester Main Line during project construction and describe the construction-phase effects on commuter rail maintenance activities. See Response to Frequently Received Comment # 10 of the Scoping Summary Report for additional detail.
720	FTA	4	12/13/2019	layover yard	Rail Layover - As MassDOT wishes to incorporate the results of a prior planning study into this NEPA process, they should ensure that the dates of previous studies which identified Beacon Park Yards as the preferred location for mid-day layover are referenced. MassDOT should describe why the studies are still accurate and up-to-date, and should describe how the policy assumptions made in those prior planning studies are consistent with the land use, economic development, transportation cost, and network expansion considerations in this current NEPA process. Copies of or links to these studies should be readily available to the public throughout the environmental review process, and copies of them should be provided to FTA for the project file.	MassDOT will update past studies used to establish the amount of temporary train storage needed at Beacon Park Yard. It is noted that MBTA has a deeded, by-right use of Beacon Park Yard for the layover and storage of the MBTA Easement Area to store trains on 4 tracks. These rights were secured under the land transfer agreement that sold the underlying land and air-rights to Harvard and was key element of the compensation received in that transfer. Response to Frequently Received Comment #1 provides additional details on previous studies that referenced layover at Beacon Park Yards and their applicability to current and future considerations.
721	FTA	5	12/13/2019	Analysis, Transit impacts	Service modeling - FTA recommends that as the land-use study process outlined in section 4.2 of the report is undertaken, it be coordinated with modeling for transit service, and the results of that analysis used to revisit the planning assumptions and designs for proposed bus and rail transit project elements.	The updated land use information is being incorporated into the rail and transit modeling analyses being developed. Please see Response to Frequently Received Comment #11 for additional details on modeling.
722	FTA	6	12/13/2019		FTA requests that the description of our involvement in Table 2 (pg 67) be changed to “review of transit investments”	Concur. Future project documents will describe FTA's involvement/role as "review of transit investments".
723	GaMoo	1	12/12/2019	River Street access	Thank you for this opportunity to comment on the Massachusetts Department of Transportation (MassDOT) I-90 Allston Interchange Project’s National Environmental Policy Act (NEPA) Scoping Report. Along with a joint letter covering many complex points submitted by several members of the task force and advocacy organizations, we would like to submit an additional request for the project team to evaluate the intersection of Soldiers Field Road and Cambridge Street at the River Street Bridge. We appreciate that the right turn for vehicles from Soldiers Field Road (SFR) onto River Street heading toward Cambridge was added to the design to accommodate vehicular traffic from SFR to Cambridge. However, the addition of this right turn lane negatively impacts users of the river pathway by requiring a reduction of the pathway cross-section to a substandard width thereby creating conflicts between bicyclists, pedestrians, and all path users, and introduces a dangerous element for turning vehicles from SFR to conflict with vulnerable pathway users attempting to cross and continue along the pathway. When evaluating the addition of this right turn, the project team also should be making accommodations for people on bikes, on foot, and other vulnerable modes to cross this intersection safely without conflict of traffic in order to make a contiguous connection for the Paul Dudley White pathway network, both for folks traveling along the river and also crossing the river between Allston and Cambridge.	Right turn from SFR onto River Street to Cambridge was re-introduced to the Project as a result of coordination between MassDOT and the City of Cambridge. Conflicts for the peds/bike will be reduced with the removal of the left turn onto Cambridge, however, there will still be a conflict at the ramp crossing. Pavment markings, signing and potential rectangular rapid flashing beacon (RRFB).
724	GaMoo	2	12/12/2019	River Street access	Therefore, we request that the project team evaluate an underpass at Cambridge Street/River Street Bridge along the Boston side the of Charles River. This concept has been adopted by advocates as recently at 2018 and progressed to a conceptual design produced by Gill Engineering, attached for reference. We would like to note that due to the design of the River Street Bridge, adding an underpass on the Boston side would not negatively impact navigation for boats on the Charles River, as this would be an additional throughway which is currently blocked off. Instead, an underpass would allow for a seamless, safe, and attractive connection of one of the most used and historic recreational and natural resources in Greater Boston. We would also like to note that this bridge has been designated structurally deficient and was included in the 2008 Accelerated Bridge Program, yet it was never designed, funded, or constructed. As this bridge will soon need to be completely rebuilt, we should view this I-90 Allston Interchange Project as an opportunity to revitalize the river for future generations. Thank you for the consideration and the opportunity to include this comment.	MassDOT understands this ped/bike underpass has been conceptually studied but it is outside the scope the this Project. However, it is not precluded from being constructed in the future.

#	ID	Number	Date	Topic	Comment	Response
725	GC	1	12/10/2019	West Station	Dear Allston I-90 Project Team, I am very excited about the prospect of pedestrian and bike linkages between Brookline, Allston, and Cambridge. I am writing to support the Mass Pike Allston Interchange project and the People's Pike Summary of Shortcomings of, and Suggested Improvements to, MassDOT's Current Plan. Shortcomings of MassDOT's Current Plans: 1. West Station (a new commuter rail station to be built near the north end of Babcock Street) designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail;	See Responses to Frequently Received Comments #4 and #11.
726	GC	2	12/10/2019	River impacts	2. Soldiers Field Road relocated to a bridge in the Charles River for 10 years and a 1/2 mile of riverbank replaced with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty;;	See Response to Frequently Received Comment #8.
727	GC	3	12/10/2019	Ped/ bike access	3. The new Franklin Street Footbridge designed to have 4 switchback hairpin turns, creating unsafe conditions for walking and biking;	See Response to Frequently Received Comment #4.
728	GC	4	12/10/2019	Noise Impacts, Pollution	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration; and	See Response to Frequently Received Comment #1.
729	GC	5	12/10/2019	Highway lanes	5. 10 years of construction during which the Mass Pike will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic.	See Response to Frequently Received Comment #9.
730	GC	6	12/10/2019	West Station	Proposed Enhancements to MassDOT's Plans: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station);	See Responses to Frequently Received Comments #4, #6 and #7.
731	GC	7	12/10/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston;	See Response to Frequently Received Comment #4.
732	GC	8	12/10/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths;	See Response to Frequently Received Comment #4.
733	GC	9	12/10/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River;	See Response to Frequently Received Comment #4.
734	GC	10	12/10/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station;	See Responses to Frequently Received Comments #1 and #4.
735	GC	11	12/10/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike;	See Response to Frequently Received Comment #9.
736	GC	12	12/10/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction;	See Response to Frequently Received Comment #9.
737	GC	13	12/10/2019	Staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction; and	See Response to Frequently Received Comment #3.
738	GC	14	12/10/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
739	GCMD	1	12/12/2019	traffic models	1. Transportation modeling, as presented during the Dec 11 Task Force meeting, should reflect conditions that significantly exceed the current assumptions relative to transit options. Such assumptions will likely significantly influence mode choice such as future transit use vs. vehicular use.	See Responses to Frequently Received Comments #4 and #11.
740	GCMD	2	12/12/2019	West Station	2. West Station construction time frame as well as the station and track design will likely be unable to accommodate future rail service needed to adequately service the neighboring communities of Brookline, Boston, and Cambridge.	See Responses to Frequently Received Comments #4 and #7.
741	GCMD	3	12/12/2019	Ped/ bike access, Agganis Way	3. Walk/bicycle connections between Allston and Charles River park land are inadequate. The Agganis Way connection and the BU bridge connection to the Charles River constitute highly desired connections between Allston/Brookline and the Charles River open space in addition to those connections at Babcock Street and Malvern Street.	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
742	GD	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
743	GF	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.
744	GF	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
745	GG	1	11/26/2019	West Station	Hello, The state of Massachusetts and the city of Boston both deserve the to have the rebuilding of the Pike be something we can live with in the long term. The points below will help make this infrastructure project be one that is worthy of the investment: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
746	GG	2	11/26/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
747	GG	3	11/26/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
748	GG	4	11/26/2019	ped/ bike access, Agganis Way	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
749	GG	5	11/26/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
750	GG	6	11/26/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
751	GG	7	11/26/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
752	GG	8	11/26/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
753	GG	9	11/26/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
754	GGal	1	12/12/2019	focus on multimodal	Build it right, with an eye to the future. Emphasize rail over the highway. Maximize pedestrian access to the river and to transportation options. Use the construction delays to wean people from their cars. Thanks!	See Response to Frequently Received Comment #2 and Section 2 - Purpose and Need of the Scoping Summary Report. Multimodal - including rail, pedestrian and bicycles, bus, and passenger vehicles - transportation access within the Project Area is an element of the Project's Purpose and Need.
755	GH	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.
756	GH	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.

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757	GL	1	12/12/2019	West Station, Franklin Street Bridge, Agganis way, rail yard, transit impacts, People's Pike, construction alt analysis	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I also am in agreement with the recommendations of the People's Pike, the Livable Streets Alliance and the Charles River Watershed Association that include: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction. I hope that Mass DOT will consider these as it plans for the new construction and will avoid intruding into the Charles River.	See Responses to Frequently Received Comments #1, #3, #4, #7, #8 and #9.
758	GM	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
759	GMon	1	12/9/2019	West Station	Dear Michael, I am writing as a resident of Brighton with comments on the I-90 planning. A few areas that I would like to bring attention to as plans are being drafted: - The need for accelerated construction of West Station	See Response to Frequently Received Comment #7.
760	GMon	2	12/9/2019	parkland, Agganis Way	- The development of a linear park connecting the Franklin St Footbridge, West Station, and Agganis Way	See Response to Frequently Received Comment #4.
761	GMon	3	12/9/2019	Parkland	- Widening the narrow section of the Esplanade (the Throat)	See Response to Frequently Received Comment #2.
762	GMon	4	12/9/2019	River impacts	- Inclusion of water quality improvements	See Responses to Frequently Received Comments #2 and #9.
763	GMon	5	12/9/2019	Ped/ bike access	- Great connections for pedestrians and cyclists to the Esplanade from Commonwealth Ave Thank you for providing the opportunity to comment.	See Response to Frequently Received Comment #2 and Section 2 - Purpose and Need of the Scoping Summary Report.
764	GR	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
765	GRei	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
766	GRom	1	12/11/2019	West Station	I am writing to urge you to be as environmentally responsible as possible as you reconstruct and renovate the I-90 Cambridge/Allston exit area. Specifically, I hope that you - include early construction of West Station with 4 tracks - 2 for the Worcester line and 2 to Cambridge and Boston and include plans for additional train traffic there	See Responses to Frequently Received Comments #4, #6 and #7.
767	GRom	2	12/11/2019	Ped/ bike access	- improve the Paul Dudley White bike path so that during construction, bikers and pedestrians will have a safe place to commute. I urge you to move the path below the Harvard and Central Square bridges so that the path no longer crosses roads, for ease of transit, safety and quality of experience.	See Response to Frequently Received Comment #9.
768	GRom	3	12/11/2019	Agganis Way	- add a footbridge at Agganis Way to connect the BU area with the Dudley bike path	See Response to Frequently Received Comment #4.
769	GRom	4	12/11/2019	trains	- upgrade the Worcester rail line	See Response to Frequently Received Comment #9.
770	GRom	5	12/11/2019	Transit	- increase rail and bus options	See Response to Frequently Received Comment #9.
771	GS	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
772	GSto	1	12/13/19	river impacts, River users impacts, staging	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
773	GStu	1	12/11/2019	shoreline/parkland, Franklin St, Agganis Way, staging, river impacts, West Station, bus lanes, transit mitigation	1. A restored Charles River shoreline and improved parkland and paths along the river's edge. 2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. 3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths. 4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river. 5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near. 6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. 7. Dedicated bus lanes on new city streets and the Mass Pike. 8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Responses to Frequently Received Comments #1, #2, #4, #7, #8 and #9.

#	ID	Number	Date	Topic	Comment	Response
774	GStu	2	12/11/2019		Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I live at 8 Florence Street in Cambridge, MA, which is about 600 meters from the I-90 turnpike as the crow flies. Soldier's Field road is much closer. I have the following concerns: 1. I am concerned that not enough is being done to mitigate the noise coming from the construction area during the project. The sound from the turnpike is blown by prevailing winds directly into my neighborhood. While we have gotten used to the sound of cars and blocked it out as "white noise," construction noise is another matter, especially when vehicles have their back up signals on and conducting any overnight operations. I would suggest that the project include noise mitigation measures on all sides to minimize the disruption this 10-year project will cause. 2. I am concerned about dust from the construction site. The area where construction will take place is the site of an old railyard and a chemical plant. It is unclear what is in the soil and how much contaminated dust will be blown by the prevailing winds into my neighborhood. 3. The proposal to place Soldiers Field Road in the river will have an extremely negative impact on the river. I have observed blue herons, night herons, red tail hawks, and cormorants in that area, and putting a highway in the middle of the river will destroy any habitat they might be using there. Furthermore, run-off from the road will go straight into the river. The project should enhance all public transit, including the Worcester rail line, to move people in and out of this area by any means other than cars and develop a less intrusive plan to have I-90 and SFR function. 4. More broadly, this project completely fails to take advantage of a once--in-a-lifetime opportunity to reclaim the riverfront for the people who live near it. The plans to enhance the riverside park are very minor and do not address the problem that anyone wishing to use these parks will need to cross over about 14 lanes of highway traffic, if they are coming from the south. Given the potential to build a dense neighborhood in this area, that could connect thousands of people to the river every day, every effort must be made to expand the river front park as much as possible and lower the grade of the highways to allow them to be covered with buildings as soon as possible. This goes for I-90 and SFR.	See Responses to Frequently Received Comments #2, #8 and #9. Impacts, including air quality impacts during and after construction, for a reasinable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be provided in the Draft Environmental Impact Statement.
775	GT	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
776	GZ	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.

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777	GZ	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
778	HAms	1	12/12/2019	transit, climate change	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. First of all, how is THIS a priority? Seriously. We have the lamest rapid transit system (if you can call it that) in the US and we are rebuilding a highway? Have you heard of climate change? We don't need a better highway, we need to get people OFF the highway. Please, please, please take this money and use it to turn the antiquated commuter rail system into a 21st century commuter system that will support green alternatives and help - at least a little - with climate change in our area. Another highway improvement? Are you kidding me? And you're going to build OVER the river? Who came up with this? A bunch of 88 year old men? Stop building highways for rich people with cars and think about the rest of hardworking people of this area. We need green, easily accessible (all hours, inexpensive) rapid transit to ease the burden on the people who don't have Escalades. With desperate hope that you will take some of this into consideration	See Response to Frequently Received Comment #2 and #8.
779	Harvard. Uni	1	12/12/2019	Ped/ bike access, West Station, trains	As the owner of most of the Site on which the 1-90 Allston Multi modal Project (the Project) will be constructed, the President and Fellows of Harvard College (Harvard) commend the Baker Administration for pursuing a Project that will address the critical need to replace the failing 1-90 viaduct and: 1) greatly improve and enhance the safety and connectivity of pedestrians, bicyclists and motorists in and around the Allston 1-90 Interchange; 2) introduce new multi-modal public transit connections in all directions through the Project Site; including intercity rail service and bus service through a new West Station; 3) facilitate transit-oriented development at the convergence of the new north/south public transit routes and enhanced east-west rail service the Project will provide; and, 4) set the stage to close the chasm created in Allston by 1-90 and rail operations through transit-oriented development on economically viable and technologically feasible place making platforms over the new 1-90 and rail operations.	These themes are reflected in the Purpose and Need of the Project. The Project would not include but would not preclude platforms or decking over I-90, other than those needed for West Station. The Proposed Project rail yard and station are laid out in such a way that columns could be added in the future to support decking.
780	Harvard. Uni	2	12/12/2019	Transit, ped/ bike access	Instead, the Purpose and Need Statement should be arranged around the framework established in MassDOT's Capital Investment Program: ■ Reliability - Maintain and improve the overall condition and reliability of the transportation system. ■ Modernization - Modernize the transportation system to make it safer and more accessible and to accommodate growth. ■ Expansion - Expand diverse transportation options for communities throughout the Commonwealth. The broadly defined goals of reliability, modernization, and expansion are used to prioritize MassDOT and MBTA investments in the Commonwealth's transportation system and are all critical elements of this Project. The Scoping Report does not express adequate foundational needs to support the transit, pedestrian and bicycle components of the Project nor does it speak to the Project's need to accommodate growth.	Under NEPA, the Purpose and Need defines the deficiencies (need) that the project sponsor is trying to address and describes what the agency should consider to address these deficiencies (purpose). Accordingly, MassDOT's Capital Investment Program framework would not be appropriate for the Purpose and Need, but MassDOT will advance the project around that framework, as with all capital projects. In particular, the four track, three platform West Station design is consistent with MassDOT's Capital Investment Program. Please see Responses to Frequently Received Comments #4, 6, 11 for additional details on rail.

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781	Harvard. Uni	3	12/12/2019	Transit, West Station, traffic	Knitting Together Neighborhoods Separated for Generations by Transportation Infrastructure The Purpose and Need statement should be expanded to explicitly address the adverse impact that the current regional transportation infrastructure has on the adjacent local environment and land uses. The Project represents a generational opportunity to knit together two neighborhoods and lay the foundation to open transit access to job centers within and beyond the Project Area. Therefore the Purpose and Need Statement should more explicitly address the deficiencies and adverse impacts of the existing transportation infrastructure in the area of the Project and the role that the land-owner would play to advance the placemaking opportunities of the Project, including opportunities for more expansive highway and rail decking at West Station. - Replace the deficient and inappropriately scaled highway ramp system: The existing ramp configuration does not accommodate regional and local traffic flows. These ramps preclude the ability to extend the urban fabric north of Cambridge Street southward to the new highway alignment. Previous analysis by MassDOT has demonstrated that a new street grid can accommodate regional and local traffic and create the opportunity for "complete Streets" that accommodate all modes of travel to and through the Project Area consistent with the City's Vision Zero policy. The Project also needs to ensure that access to individual parcels is not precluded by inappropriately defined No Access Limit lines. - Deck the open-air highway and rail infrastructure: Absent the construction of placemaking decks over this infrastructure, the Project will leave a significant gap in the urban fabric around West Station. The potential exists to create the opportunity for Harvard to construct deck structures beyond those needed for the Project to achieve the following benefits: Provision of multiple new north-south bicycle, pedestrian, and bus connections; - Accommodation of transit-oriented development at West Station; and Mitigation of the visual and environmental impacts of the Project.	See Response to Frequently Received Comment #2 and #9 and Section 2 - Purpose and Need of the Scoping Summary Report. "The adverse impact that the current regional transportation infrastructure has on the adjacent local environment and land uses" is too broad a transportation deficiency for the Purpose and Need under NEPA regulations, as it is beyond the scope of this Project or any single project. However, as indicated in the Purpose and Need the Project would provide improved transportation infrastructure in the Project Area for all users, including motorists, transit users, bicyclists, and pedestrians and introduce new commuter rail infrastructure. Under the Project, Cambridge Street is envisioned as a "complete street," as indicated in the November 2019 Scoping Report (Section 3.2.3.) While the Proposed Project does not include highway decking beyond what is needed for West Station, the Project would not preclude or restrict Harvard's ability to provide future decking. The Proposed Project rail yard and station are laid out in such a way that columns could be added in the future to support decking.
782	Harvard. Uni	4	12/12/2019	Pollution, West Station, ped/ bike access	Greenhouse Gas Reduction and Healthy Transportation Options Consistent the Commonwealth's 2008 Global Warming Solutions Act and the 2017 Global Warming Solutions Act Requirements for Transportation, MassDOT is also developing the Project in a manner to further the following general goals: to reduce greenhouse gas (GHG) emissions, promote the healthy transportation options of walking, bicycling and public transit, and support Smart Growth development. To meet these obligations, MassDOT must improve local and regional transit and to address existing barriers to bicycle and pedestrian connections to and through the Project Area, limiting both access between land uses and access to key transit nodes Integrate rail designs with the recommendations of the Rail Vision Study: West Station has always represented an opportunity to look ahead and plan for the introduction of new multi-modal regional and intercity urban service a decade in the future. The Rail Vision Study places West Station in a regional context, effectively positioning the rail components of the Project as early actions for the future transformation of the commuter rail system. The recent vote by the MBTA Fiscal Control Board proposes to jump-start this regional rail initiative with electrified urban rail pilot projects located both south and north of the Charles River, strongly suggesting the need for a two track electrified rail connection crossing the Charles River during the construction period of the Project to make the regional rail system more functional at the earliest possible time. Therefore, the designs of West Station and the rail yard should be reviewed for their consistency with these pilot projects and in anticipation of other likely outcomes of the Rail Vision study to ensure that the rail elements of the Project help advance the broader regional goals of this vision, including: More frequent levels of rail service throughout the day; Implementation of Urban Rail service on the Worcester-Framingham line; Connectivity with proposed service on the Grand Junction rail line; System-wide layover projections reflecting these innovations and the role of the proposed layover facility in meeting demand and the impact on the Project; and Potential implications of the electrification of all or part of the system. Provide a robust set of bus connections: The existing highway and rail infrastructure prevent a north-south bus connection through the Project Area. Local street congestion also delays service on existing MBTA bus lines. The City of Boston has begun to introduce bus lanes on streets throughout the City including lanes on nearby Brighton Avenue. The Project provides the opportunity for significantly improving local and regional bus service to and through the Project Area, enthusiastically supported by Task Force members and the broader community, including new north-south routes via the Malvern Street Connector and implementation of new bus lanes to and through the street grid including connections to West Station. Additionally, we believe that the planning for new bus services at West Station must consider provisions for layover locations at West Station that respect development sites and flexibility to accommodate private shuttle and regional bus operators at an appropriately located and sized off-street facility.	See Responses to Frequently Received Comments #2, #4 and #6.
783	Harvard. Uni	5	12/12/2019	Ped/ bike access	Accommodate existing and planned bicycle and pedestrian connections: The existing highway and rail infrastructure prevents bicycle and pedestrian connections to and through the Project Area. The Paul Dudley White Path represents the only low stress bicycle facility in the area, but it has significant deficiencies in terms of its width, particularly near the River Street Bridge, and the interface between bicycles and pedestrians. There is also no north-south connection through the Project Area and no east-west pathway to the Charles River Reservation other than Cambridge Street. The Project provides the opportunity for significantly improving pedestrian and bicycle connections to and through the Project Area, including: New north-south bicycle and pedestrian connections via the Malvern Street Connector and a new bridge at Agganis Way; Integration with planned improvements by Harvard University in Allston Landing North; -Widened and separated paths along the river; -A new east-west path system to connect at grade with the Charles River Reservation; and Potential for new bicycle and pedestrian connections on placemaking structures.	See Response to Frequently Received Comment #4 and Section 2 - Purpose and Need of the Scoping Summary Report. The Project will provide or allow for connections from the Allston, Brighton, Brookline, and Boston University neighborhoods to the Charles River Reservation, and upgrade the PDW Path to provide a two-way pedestrian and bicycle facility. Land use planning efforts in the area illustrate the potential for a large, new mixed-use district in North Allston facilitated by a multimodal network of streets, paths, rail and transit facilities within the Project Area. The Project will not preclude multimodal transportation access within the Project Area.

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784	Harvard. Uni	6	12/12/2019	Flip, West Station, traffic, bridges	3. Elements of the 3L Realignment Alternative and All Layover Alternatives Should Be Evaluated. MassDOT has significantly improved the highway and street grid since the DEIR filing. The current street and highway elements of Alternative 3-L respond to comments that Harvard raised about the street grid in Alternative 3-K and that were noted in the City of Boston Placemaking Study. MassDOT has also made significant progress to develop a design alternative for the 'Throat" area that addresses a number of concerns that were raised during the Project's Task Force and public process. We also appreciate that MassDOT has rejected the DEIR location for West Station in favor of the so-called "Flip" location. The repositioned West Station would accommodate decks and a Cambridge Street Bypass Road (by others) that would support placemaking and development opportunities at West Station that were determined to be impossible when the DEIR location was further scrutinized. Because of the glaring need for the Project Harvard does not support the "No Build" alternative. The No Build Alternative does not improve conditions for pedestrians and bicyclists. It does nothing to address the current traffic conditions at the Allston 1-90 Interchange, let alone the anticipated increases in traffic at the Interchange. As is reported in Section 1.5.8 of the DEIR, "existing traffic operational deficiencies .... will be exacerbated in the future under the 2040 No Build Alternative." The No Build alternative also does not address other aging infrastructure, including several bridges, in the Interchange, or the impacts of repairing or replacing that infrastructure. Additionally, the No Build alternative does not include the "former BPY rail layover facility" (Compare Scoping Report at page 9). Finally, it is unclear how the "No Build" option would actually be constructed and uncertain that the complexity of the "No Build" approach would be any less than that of other alternatives under review. Residents of the neighborhood, City and Commonwealth would undergo a decade or more of disruption and massive inconvenience to deliver a product with no forward-looking advantage. For all those reasons, Harvard is very unlikely to facilitate the "No Build" alternative to the same degree as it would facilitate a Project it supports.	Noted. See Section 5.2.1 for a description of the No Build Alternative.
785	Harvard. Uni	7	12/12/2019	West Station, transit, GJ	Four-Track West Station We are concerned that the potential capacity of the three-track "off-line" West Station in Alternative 3-L is not consistent with the vision for West Station or the various service options described in MassDOT's Rail Vision Study. Harvard's partnership with MassDOT on the Project, has always been predicated on a four-track West Station consistent with the commitment that West Station will be a regional multi-modal facility that not only serves the Project Area, but also provides connectivity for public transit customers travelling through the new transit hub. Because a regional multi-modal transportation facility at West Station is so critical to the Project, Harvard has committed $50 million to the cost of the permanent West Station and made $8 million available to construct an interim station. Harvard supports the vision that is outlined in MassDOT's Rail Vision Study, including expanded east-west commuter and inter-city rail service in addition to urban rail service at a greater frequency on the Worcester-Framingham and frequent urban rail service on Grand Junction rail line. We are concerned that the three-track option will create a permanent bottleneck that limits the utility of the Grand Junction rail line. We understand that MassDOT analyses that will be presented in the Draft Environmental Impact Statement will confirm its position that the new three track alternative allows for frequent urban rail service on the Grand Junction rail line and frequent bi-directional service throughout the day on the Worcester-Framingham line. In the meantime, to avoid the possibility of a delay in the environmental review of the Project, we believe a four-track West Station must also be evaluated. Retaining both a three-track and a four-track alternative will allow for a comparison of important performance metrics. Examples include the capacity of the three-track and four-track stations and the associated switch layouts to accommodate the service plans described in MassDOT's Rail Vision Study and an evaluation of maximum achievable rail speeds through the Project Area to establish the relative travel time benefits of providing two express tracks.	See Response to Frequently Received Comment #4.
786	Harvard. Uni	8	12/12/2019	Buses	Bus Berthing The proposed bus loop In Alternative 3-L will conflict with the parcel formed by the Seattle Street Extension, the Cambridge Street Bypass Road and the Eastbound Service Road. The proposed bus facility should be relocated to the west of the Malvern Street Connector to eliminate this unacceptable impact and to ensure adequate bus berthing.	The bus facilities have been designed to facilitate bus capacities and operations, while avoiding conflicts. The Project Team will continue to coordinate with the MBTA on future design details for West Station bus facilities and operations.
787	Harvard. Uni	9	12/12/2019	Trains, layover	Layover Facilities As the Scoping Report recognizes, there have been no rail layover facilities at the Project Site for several years. See Scoping Report, page 9. Alternative 3-L includes four tracks with capacity for eight trains to layover during the mid-day hours consistent with easement rights MassDOT has on the Project Site. However, the proposed rail layover facilities, which are included in the "No Build" alternative, have not been evaluated under MEPA or NEPA. In the Certificate of the Secretary of Energy and Environmental Affairs on the Final Environmental Report for the South Station Expansion Project (August 12, 2016) (the SSX Certificate), the Secretary committed that a potential "Beacon Park Yard layover facility will continue to be reviewed in conjunction with the Interstate 90 (1-90) Allston Interchange Project ... as noted in both the Certificate on the Environmental Notification Form (ENF) for the Allston Interchange Project and the Certificate on the DEIR for the SSX project." SSX Certificate, page 4. Consistent with this commitment, the layover facilities, and alternatives to those facilities, should be fully evaluated in the Draft Environmental Impact Statement as part of the "Build" alternatives. This analysis should include an evaluation of the number of Worcester-Framingham trains that would use the rail layover facility, discuss the consistency of a rail layover facility on the Project Site with the rail service contemplated through West Station consistent with the Rail Vision Study, and address the intermediate and long term relationship between the layover yard and the proposed new Southside maintenance facility described in the Secretary's response to the Independent Review Team report. This evaluation should include information about how MassDOT plans to accommodate their layover needs during the construction of the Project and how that could change with the implementation of Rail Vision initiatives.	See Responses to Frequently Received Comments #1 and #4.

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788	Harvard. Uni	10	12/12/2019	West Station, bypass road, trains, noise impacts, river impacts	Placemaking Decks Harvard's partnership with MassDOT has always been premised on ensuring "technologically feasible and economically viable" decks over the highway and rail infrastructure. These deck structures are necessary to achieve the goal of knitting the neighborhoods together and creating placemaking opportunities and density at West Station consistent with achieving true transit oriented development. Unless the placemaking decks are constructed concurrently with the highway and rail facility, the urban condition will consist of a neighborhood separated north from south by hundreds of yards of open and sunken highway and rail operations. In our DEIR comments we indicated that we would require the following elements of any Project to accommodate air rights development: • Adjacency of air rights parcels to suitably sized surface parcels to accommodate elevator and utility cores;• Unencumbered work zones for air rights development and the construction of the permanent West Station, including a Cambridge Street Bypass road compatible with a Malvern Street bus connection;• Work zones enabling shifting of mainline rail tracks to minimize disruption of East-West rail service during development of air rights and construction of the permanent West Station;• Sufficient ability for construction vehicles and laydown for development of air rights;• Sufficient width and layout within the rail yard to support air rights columns; and,• Sufficient vertical clearances to accommodate necessary ventilation equipment. Since the DEIR, Harvard has conferred with structural engineering experts and the commercial real estate sector to review constructability issues related to building the decks. That review concluded that the "technologically feasible and economically viable" decks are achievable only if the decks are constructed concurrent with the highway and rail project and integrated with the deck structures that are part of Alternative 3-L. The collapsing of construction phasing for the highway, rail and layover into the same window provides the opportunity for the kind of integration necessary to achieve the permanent condition enhanced by placemaking decks. But that opportunity must be captured prior to permanently setting the highway and rail components. This consideration has implications for the scope of the environmental analysis, but it is essential to determine what would be necessary to accommodate decks in the Project and what environmental impacts would occur, including air quality and noise impacts, stormwater requirements, and urban design and land use benefits. Fully understanding these impacts will shape decisions about the extent of decks that might be feasible and how Harvard and MassDOT can coordinate on the construction of the decks. This becomes more time-sensitive since MassDOT has seemingly eliminated its phased approach and now proposes to construct West Station and the highway in a single phase - all positive developments.	While the Proposed Project does not include highway decking beyond what is needed for West Station, the Project would not preclude or restrict Harvard's ability to provide future decking. The Proposed Project rail yard and station are laid out in such a way that columns could be added in the future to support decking. Design for the Modified Flip has been completed to avoid conflict with the existing columns without sacrificing more on speed than the Original Flip concept. This design would help reduce the amount of work required and help to lengthen the section of available double track during construction.
789	Harvard. Uni	11	12/12/2019	Cambridge St Overpass	Cambridge Street Bridge The Project includes substantial rehabilitation of the deck structure of the Cambridge Street Bridge. We request that MassDOT also consider the rehabilitation of the support columns as part of the Project. These columns were located to accommodate rail lines that are no longer in place. Rehabilitating and relocating the columns, if necessary, would provide the opportunity to address the uneven surface on part of the bridge, reduce the steep slopes on the approach ramp section and improve rail alignments.	Rehabilitation/replacement of the columns is not required based on structural analysis of the existing Cambridge Street Bridge.
790	Harvard. Uni	12	12/12/2019	Traffic, bridges	Traffic Network Constraints Vehicular access into and out of Allston is largely controlled by the capacity of the bridges serving the neighborhood. In particular, the capacity of the Western Avenue and River Street bridges constrain traffic flows at the eastern edge of the Project's study area. Harvard has agreed to maintain consistency with MassDOT's traffic analysis and is reliant on MassDOT's estimates of future traffic volumes to develop designs for streets and intersections in the Enterprise Research Campus (ERC) street grid between Western Avenue and Cambridge Street. The future ERC streets will directly connect to the new 1-90 Allston Interchange street grid and the designs of these streets will be directly influenced by the significant amount of PM peak hour traffic flows crossing the Western Avenue Bridge and travelling southbound to the 1-90 ramps. The DEIR traffic volumes indicated significant growth in this movement, which is currently at or near capacity during the PM peak hour. Therefore, we request that MassDOT calibrate its traffic networks to account for the capacity constraints of the bridges to ensure that street design decisions are not being made to accommodate unrealistically high traffic volumes.	Design year traffic volumes being developed for the DEIS from the CTPS models will be calibrated to consider existing capacity limitations at the study area cordon line (i.e., the points where traffic enters or exits the study area); including consideration of the capacity constraints associated with roadway geometry and signal operations. The Western Avenue Bridge will be included in these calibration efforts.
791	Harvard. Uni	13	12/12/2019	River Street access	Soldiers Field Road Westbound Exit to the River Street Bridge Concerns were raised in the Task Force about relocating the current Soldiers Field Road westbound exit from the River Street Bridge to Cambridge Street South. MEPA directed MassDOT to evaluate the impact of this change. Alternative 3-L currently includes a right-turn off-ramp to the River Street Bridge in place of proposed expansion of open space. We respectfully request that the Draft Environmental Impact Statement assess the Project both with and without the ramp to enable a discussion about the trade-offs between the two approaches. This analysis could include estimated travel time differences for trips from different destinations like Beacon Hill, Back Bay, or the Longwood Medical Area to Cambridge in the morning, mid-day and evening periods for the two ramp scenarios.	See Response to Frequently Received Comment #11.
792	Harvard. Uni	14	12/12/2019	land use	Parcel Access One measure of success for the Project will be the ability of the street grid to transform the area into a new, vibrant urban district. As currently configured, the street grid provides opportunities for parcel access at most locations. The refinements to the DEIR street grid have made a positive impact to parcel access. However, there are still parcels that are encumbered by highway adjacencies and the possibility of "No Access Limit" lines that would preclude development. Parcels along the edge of Cambridge Street South and East Drive will need additional coordination with MassDOT prior to the completion of the Draft Environmental Impact Statement, and in some cases OCR, to ensure that future access needs are addressed. Similar issues exist on the deck parcels. In both cases, it will be important to demonstrate in the Draft Environmental Impact Statement that the "No Access Limit" does not preclude curb cut locations at appropriate locations for private streets or driveways that would accommodate service, vehicular access, and fire protection requirements of the parcels.	MassDOT will continue to work with Harvard University on parcel access elements.

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793	Harvard. Uni	15	12/12/2019	alternatives phasing, analysis, West Station, trains	4. The Draft Environmental Impact Statement Must Comprehensively Present the Details of the Proposed Phasing of All of the Retained Alternatives for the Project So That Differences in Impacts Can Be Assessed. The opportunity for Harvard to deliver the significant Project benefits of knitting together the neighborhood is directly dependent on the sequence of construction of the placemaking decks, West Station, the main-line highway and any layover facility. If the highway and rail infrastructure were constructed prior to the work necessary to support these placemaking decks, the transformational opportunity presented by the Project would be lost. MassDOT would have created the same impediments to air rights development that have precluded air rights development in Boston for decades. To MassDOT's credit, the Scoping Report indicates a willingness to collapse the construction of West Station, the highway and any layover facility into the same time-frame. This preserves the opportunity for technologically viable and economically feasible placemaking platforms. In this scenario the execution of the placemaking element of the Project becomes a sequencing and coordination matter-but an essential one to get right. MassDOT must provide the critical phasing and scheduling information for each alternative under consideration. This information is critical to determine whether a particular alternative will preclude opportunities for creating placemaking decks.	See Response to Frequently Received Comment #7. Construction phasing for a reasonable range of alternatives (see Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
794	Harvard. Uni	16	12/12/2019	Alternatives impact analysis	5. The Draft Environmental Impact Statement Should Evaluate the Positive Impacts of All Alternatives. Consistent with FHWA guidance 6640.8A which is repeatedly cited in the Scoping Report (see, e.g., page 49), the Draft Environmental Impact Statement must "include [ ] the probable beneficial ... social, economic, and environmental effects of alternatives under consideration," "[t]he secondary social, economic, and environmental impacts of any substantial, foreseeable, induced development .... for each alternative," "[c]changes in the neighborhoods or community cohesion for the various social groups as a result of the proposed action. These changes may be beneficial," and "the economic impacts on the regional and/or local economy such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales." See Guidance for Preparing and Processing Environmental and Section 4(F) Documents, FHWA Technical Advisory T 6640.8A, October 30, 1987 (FHWA Guidance), at pages 7, 8, 9 and 10. The Scoping Report does not make sufficiently clear that the Draft Environmental Impact Statement will follow the FHWA Guidance by identifying and comparing these beneficial impacts of each alternative in the Environmental Consequences, Land Use Impacts, Social Impacts, Economic Impacts, and Joint Development Impacts sections of the document. Social, Economic and Environmental Benefits of Placemaking: In addressing the interchange needs, the Project presents a unique opportunity to bring rail and active transportation improvements to the area while incorporating future needs of the landowner and creating a renewed sense of place in the community. As is discussed above, the once in a lifetime place-making potential of the Project exists owing to hundreds of millions of dollars of investment by Harvard. The City of Boston and the Allston and Brighton communities are eager to enhance the region's increasing spirit of collaboration through the removal of physical barriers, where possible, that separate people and institutions provide the opportunity for placemaking that encourages connectivity. It is essential to Harvard as the owner of most of the Project Site that the Project maximize the technical feasibility and economic viability of air rights development where this will occur. Of course, land development within the Project Site must also be technically feasible and economically viable. Harvard's support for the Project is inextricably tied to the certainty of the achievement of these objectives. For these reasons, the Draft Environmental Impact Statement must consider the beneficial impacts itemized in the FHWA Guidance of each of the alternatives presented so that they can be compared. These beneficial impacts should be highlighted. Harvard looks forward to collaborating with MassDOT between now and the completion of the Draft Environmental Impact Statement to that end.	Concur. The DEIS will analyze adverse and beneficial impacts of the Project alternatives and options carried forward for review in the document, following FHWA Technical Advisory T 6640.8A.
795	Harvard. Uni	17	12/12/2019	transit, land use, bypass road, traffic	6. The Future Land Use Assumptions Presenting in the Scoping Report Should Be Corrected in the Draft Environmental Impact Statement. The Scoping Report also proposes to assume no development over the Project prior to 2040. This assumption is inconsistent with the placemaking purpose of the Project discussed in Sections 1 and 3 above. While Harvard expects MassDOT to dominate the Project Site for ten years or more, it also expects to be able to take the steps necessary to develop transit-oriented development over the Project prior to 2040, and even prior to the redevelopment of land parcels within the Project Site. It is, therefore, essential that MassDOT evaluate a future land use scenario in which a portion of the 3.8 MSF of future development assumed for the Project Site is allocated to decks over and around West Station. Analysis of this scenario will redistribute the traffic entering and exiting the Allston Landing South Traffic Analysis Zone and evaluate the robustness of the roadway infrastructure to accommodate growth patterns other than the one "build" alternative presented in the Scoping Report. This analysis should include the possibility of a Cambridge Street Bypass Road (by others) to understand how this roadway could accommodate regional traffic flows and traffic traveling into and out of a transit-oriented development in the vicinity of West Station. We look forward t to working with you to identify an appropriate set of assumptions. The Scoping Report incorrectly suggests that 4.7 million square feet (MSF) of development is planned for Harvard's Enterprise Research Campus (ERC). 4.7 MSF includes both the ERC and other projects within Harvard's Institutional Master Plan for the area north of Western Avenue.	See Responses to Frequently Received Comments #5 and #11.

#	ID	Number	Date	Topic	Comment	Response
796	Harvard. Uni	18	12/12/2019	stormwater and utilities	7. The DEIR Should Indicate Whether Harvard Accepts Stormwater and Utility Plan Alternatives, At Least One of Which Should Be Acceptable to Harvard. As the owner of most of the Project Site, Harvard has a vested interest in ensuring that the Project complies with all applicable federal, state and city requirements relating to the design, construction, and maintenance of the Project's stormwater management systems. Harvard appreciates MassDOT's adoption of Atlas 14 for the design of the proposed storm drainage system for the Project. Harvard also appreciates MassDOT's recognition in the Draft Environmental Impact Report for the Project of Harvard's appropriate "role [ ] in the development of the stormwater management system" as well as MassDOT's recognition in the DEIR that "[t]he stormwater BMPs are subject to the landowners' approval." Harvard looks forward to collaborating with MassDOT on a mutually satisfactory stormwater management system design. Harvard has concerns about whether certain elements of the conceptual design are consistent with the future "overbuild" redevelopment of the Project Site. For example, the elements of the stormwater management system that will receive stormwater associated with the post-Project redevelopment of the Project Site will need to be designed and constructed in compliance with the applicable requirements of the Boston Water and Sewer Commission. Harvard does not support stormwater retention areas that will impair future air rights development on the Project Site as such elements are generally inconsistent with urban redevelopment. Harvard and MassDOT have had comprehensive discussions related to stormwater and a public-private partnership related to implementation. We look forward to continued discussions with MassDOT and the Boston Water and Sewer Commission to advance these plans.	MassDOT will continue to work with Havard University on the stormwatrer design. The stormwater system will be designed in complience with current Federal, State and Local regulations.
797	Harvard. Uni	19	12/12/2019	Pollution, river impacts, removal of obsolete I-90 infrastructure, trains	8. Oil and Hazardous Materials at the Project Site: The "Hazardous Waste Sites" discussion in the Scoping Report indicates that "[t]o characterize the existing hazardous waste within the Project Area and vicinity" "databases and historical sources will be reviewed" and "MassDOT will conduct site reconnaissance." As is mentioned in the introduction, most of the Project Site has been identified as a "Disposal Site" under Massachusetts General Laws chapter 21 E and the regulations promulgated thereunder at 310 CMR 40.0000, et seq. MassDOT, CSXT, and now Harvard have been responsible for actions to respond to releases of Oil and Hazardous Materials at the Project Site. Harvard respectfully suggests that a review of the Massachusetts Department of Environmental Protection files respecting the Project Site, including the extensive reports of historic activities at the Project Site, are the best way to understand conditions at the Project Site and the extent to which they may impact construction activities. 9. The Project Should Include Removal of the Obsolete I-90 Infrastructure: The Scoping Report does not mention the removal by Mass DOT of the embankments that support the existing 1-90 Interchange and ramp system as part of the Project though Harvard understands that these embankments will be removed as part of the Project. Harvard expects that MassDOT will remove all infrastructure associated with the existing 1-90 Interchange and ramp system within a mutually agreeable time interval following the opening of the new 1-90 Interchange as part of the Project. The infrastructure to be removed by MassDOT includes the embankments mentioned in the DEIR as well as the replaced roadway and all associated ramps, equipment and appurtenances, including utilities and utility pipes. This work should be included in all the alternatives other than the "no build" alternative. 10. Two Track Rail Service Should Be Maintained During Construction of the Project: MassDOT has presented the complexities of the construction of the highway and rail elements of the Project in the "Throat" section of the project. We encourage Mass DOT to prioritize the availability of two track operation on the Worcester-Framingham line during construction. Commuters on this corridor, including many staff, students and service providers to the Harvard campus, would also benefit from a mitigation package that includes transportation alternatives including increased mid-day service.	MassDOT will review the MassDEP Bureau of Waste Site Cleanup files to understand site conditions with regard to oil and/or hazardous materials and the extent to which existing contamination may impact construction activities. The project team concurs with the commenter regarding removal of obsolete infrastructure. Please see Responses to Frequent Comments #9, 10.
798	HB	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
799	HDav	1	12/9/2019	Ped/ bike access, parkland	As the Cambridge community representative to the Task Force for the I-90 Allston Multimodal Project, I write to comment on the NEPA Scoping Report for the project. I support the basic parameters of the preferred alternative identified in the Report, reflecting as they do decisions made by Secretary Stephanie Pollack in response to options developed by the Independent Review Team (IRT) in 2018. I support her decision to put both directions of Soldiers' Field Road (SFR) on a viaduct over the eastbound Turnpike lanes in order to put the rebuilt Turnpike 6-feet below ground level and provide space for an improved Paul Dudley White Path and related parkland – all described in the Scoping Report.	A Preferred Alternative will be identified in the Draft Environmental Impact Statement. In addition to the SFR Hybrid, a Modified Highway Viaduct and Modified At-Grade Throat Area will be carried forward to the Draft Environmental Impact Statement for further analysis. See Section 5.4 of the Scoping Summary Report.
800	HDav	2	12/9/2019	Parkland, pollution	From the start of my participation on the Task Force, the overarching theme for my past written comments, submitted in response to the DEIR and the report of the IRT, is support for improvements to the complex of highways, parkways, railroads, pathways, parks, and river to serve drivers, cyclists, walkers, and other users in a high quality multimodal system that will significantly improve transportation service, enhance the beauty and importance of this part of the Charles River Basin, and improve the overall environmental quality for those who live near the project, including the many residents of Cambridge	See Section 2 - Purpose and Need of the Scoping Summary Report. Improvements to the transportation system and multimodal access within the Project is outlined in the Project's purpose and need. See Response to Frequently Received Comment #2.

#	ID	Number	Date	Topic	Comment	Response
801	HDav	3	12/9/2019	Noise Impacts	To achieve this vision, four concerns missing from the Scoping Report need to be added 1. Noise and Other Impacts of the Proposed "Temporary" Bridge. It is essential that there are an evaluation of harmful impacts of huge noise, pounding, traffic, and pollution and other damage to the river that will be expected from the construction, operation, and eventual demolition of a proposed "temporary" bridge in the river for the project's expected 10-year construction period. Currently the proposed scope exempts the construction period from evaluation. This is a dramatically new dimension to the project not previously part of the state's DEIR or the IRT. Cambridge would be the principal target of these negative impacts. I have consistently urged that the I-90 project reduce current acute detrimental noise levels; this proposed temporary bridge will make them dramatically worse. In addition, the run-off from the bridge and other harmful disturbances to the water and river bed need to be addressed. The devastating impacts of this proposed bridge – expected to be situated less than 400 feet from Magazine Beach and the Cambridge shore – on residents, drivers, boaters, other users, and the river itself need to be analyzed as an integral part of the project's NEPA review with as much breadth and rigor as the ultimate capital project itself, with the same objectives of avoidance, minimization, and mitigation. This detailed study of how to reduce these construction impacts needs to be added to the Scoping Report. Omitting this essential evaluation strains credulity.	See Responses to Frequently Received Comments #8 and #9. Impacts, including noise impacts during construction, will be described in the Draft Environmental Impact Statement.
802	HDav	4	12/9/2019	River impacts, staging	Restoration and Permanent Improvement of the River and River-edge. Given the engineers' conclusion that the relocation of the Turnpike and SFR cannot be built without putting SFR temporarily in the river in the "throat" area, this roadway should be placed on fill extending from the bank of the river rather than on a "trestle" bridge out in the river, which would be closer to recreational uses on the Cambridge side of the river. The temporary roadway should be designed so that when SFR is removed from the fill, some or all of the fill should remain on a permanent basis to improve the current eroded, unsafe, and unsightly man-made river edge and provide an enhanced pathway and parkland system. Extending the edge at the "throat" would add much needed space to the riparian environment at what is now a bleak, inhospitable, and inaccessible part of the river's edge. Designing the fill to remain will also provide an opportunity to develop sound storm-water drainage and retention that would keep harmful salt and other highway contaminants from being dumped into the river, as would occur with the temporary bridge in the river. From an environmental point of view, extending the edge would ultimately be better for the river. And because this is one of the widest bends in the river, the impact to boating would be minimal, if not negligible. These permanent improvements are an essential result of the "all possible planning to minimize harm" that Section 4f of federal law requires, and should be a part of the preferred alternative.	See Responses to Frequently Received Comments #8 and #9.
803	HDav	5	12/9/2019	West Station	3. Development of West Station as a Truly Regional Hub with Service along the Grand Junction (GJ) to Cambridge, including a rebuilt bridge across the Charles River. West Station will be important as more than one more stop on the commuter rail lines; it is essential that it be designed specifically to include, not simply to leave room for, transit shuttle service (of a technology to be determined) across the Charles River along the GJ's two tracks to Kendall Square and North Station. Since the preferred alternative includes the reconstruction of the GJ bridge across SFR, it should also include the reconstruction of the GJ bridge across the Charles River. That rebuilt bridge must accommodate not only the existing two rail track right-of-way but also a pathway for pedestrians and cyclists traveling between West Station, the Charles River, and Cambridge and Somerville. Service from West Station to Kendall and North Station is now included in the Rail Vision alternative recently voted as policy by the Fiscal Management Control Board; the GJ bridge over the Charles is required to make that service possible.	See Response to Frequently Received Comment #6.
804	HDav	6	12/9/2019	Ped/ bike access	Specific Inclusion of Improvements to the Regional System of Pathways for Pedestrians and Cyclists. The I-90 project provides an opportunity to dramatically improve the system of pathways for walkers, joggers, and bikers to reunite neighborhoods that were divided long ago by construction of the Turnpike and the railroads in this area and provide a pathway system that will be widely used by residents of Cambridge, Allston, Brighton, Brookline, and other communities. Alternatives widely supported by the Task Force are missing as essential components of the I-90 project in the Scoping Report. These include a ped/bike bridge between the BU/Commonwealth Avenue area at Agganis Way and the Charles River pathways; a park and pathway along the south side of the relocated Turnpike near Allston South; a connection between the BU Bridge and the river-edge paths; and the path mentioned above along the GJ to Cambridge and Somerville. These are all essential elements to make the "I-90 Allston Multimodal Project" truly multimodal.	See Responses to Frequently Received Comments #2 and #4.
805	HDB	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
806	HF	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
807	HFi	1	12/12/2019	staging, river impacts, trestle pollutants	I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: • In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. • MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." • This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. • Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. • Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.
808	HGit	1	12/12/2019	River Street access	My understanding that today is the last date to submit letters related to I-90, to be reviewed focus on environmental impact. I am submitting the same letters my husband and I sent, back on January 13, 2018. Our major concern is loosing the right hand turn, over the Charles and into Cambridge along River Street, from SDW. With regard to environmental impact, a decision to reroute traffic into Boston directly effects traffic congestion and car emissions. It doesn't make sense to re-route drivers, headed to Cambridge, to turn left into Boston (and away from Cambridge), around a densely populated neighborhood and/or commercial center, have the cars drive further up west toward the direction of Harvard, only to THEN have them cross over the Charles and send them back down Memorial Drive, toward River Street, Whole Foods, Walgreens, Microcenter, or simply into Central Square. It is much more efficient, direct, and cleaner to have SDW westbound cars turn right, as they do now, over the bridge and into Cambridge on River Street. Thank you for your attention to our letters.	See Response to Frequently Received Comment #11.
809	HGit	2	12/12/2019	River Street access	Dear Sir, I am writing with regard to the I-90 project. In specific, I am writing to voice my concern about the possible loss of the right hand turn from Storrow Drive (westbound), onto the River Street Bridge, and into Cambridge. I strongly request that you retain the right turn onto the River Street Bridge and into Cambridge, from Storrow Drive (WB). I want to be able to exit directly from Storrow Drive (WB) to the River Street Bridge and into Cambridge. I want to preserve the existing right turn opportunity; I disagree with the removal of this right turn opportunity as proposed in the Draft Environmental Impact Report. Below are my thoughts on the subject: #1: Many people still drive cars; cars remain an important method of transportation into and throughout Cambridge. While many I-90 project stakeholders are avid and vocal bicyclists and walkers, there are many, many individuals who continue to use cars out of necessity, convenience and/or preference. I believe it is critical that decisions on this right hand turn also, sincerely, and equally bear in mind the needs of those of us who use cars. I am not hearing a lot of this perspective. Furthermore, the argument: "There is not a lot of green space at the Throat, so therefore let's provide more green space at the River Street Bridge area" does not feel fair or appropriate to me. Why not consider other opportunities for green space elsewhere, rather then negatively impact the ability for cars to directly access Cambridge by turning right across the Bridge.	See Response to Frequently Received Comment #11.
810	HGit	3	12/12/2019	River Street access	#2: Without the right turn onto the Bridge, my drive home will be much longer. From Storrow Drive (WB), I get home by turning right onto and driving over the River St. Bridge. I then turn right on Memorial Drive, and turn left on the Pleasant Street Ext. between the former Polaroid Headquarters and the Boston Cambridge Marriott. At the height of rush hour (morning, evening), this takes me no more then five minutes. These five minutes begin when I enter the off ramp on Storrow Drive, until the time I arrive at my house. At non-rush hour times, it takes me three minutes. Sometimes, I stop at Whole Foods or Rite Aid, in which case I go straight over the River Street Bridge and down River Street, rather then turning onto Memorial Drive. That is even faster. I use this turn at least 2-3 times a day, at least 5, if not 6 days a week. I use it at all times of the day between 8am - 8:30 pm. We also have regular visitors to our house who use these routes several times a week. It strikes me as absurd that MassDOT is proposing that, to get to my home in Cambridge, I would have to turn left away from Cambridge, snake through a labyrinth of existing, exiting, and merging traffic in the proposed Beacon Yards development, and then wind my way back to River Street and head over the River. This seems truly inefficient. The I-90 plan as it stands now, suggests that there will three – four traffic lights in Beacon Yards, even before I get back over the bridge into Cambridge! This will certainly add significant time to my trip from Storrow Drive (WB) to my home.	See Response to Frequently Received Comment #11.

#	ID	Number	Date	Topic	Comment	Response
811	HGit	4	12/12/2019	River Street access	#3: Analysis of traffic drive times from Storrow Drive (WB) into Cambridge. My hope is that MassDOT will look carefully at the possibility of maintaining a right hand turn from Storrow Drive (WB) over the River Street Bridge into Cambridge. In doing so, there should be careful analysis of drive times. Several issues will need to be considered, including the following: It is critical to remember that many drivers who currently take this River Street off-ramp are turning left, not right into Cambridge. Any new construction will make this ramp a Cambridge right turn only ramp. Thus, lessening the number of cars using it. Therefore, in doing your analysis, it will not be enough to compare the drive time to Cambridge as it currently exists now to what will exist with a left turn into Beacon Yards. It is important to compare the drive times between the construction of a right turn only ramp from Storrow Drive (WB) versus redirecting the Cambridge traffic through Beacon Yards. A right turn only ramp will lessen traffic on the ramp and therefore make the drive time shorter. #4: Traffic congestion. If construction goes according to your existing plan, I am deeply concerned about the traffic congestion once I turn left into Beacon Yards. My understanding is that whenever possible it is preferable to disperse traffic so that it does not merge and clump together creating a larger bundle of congestion. The existing I-90 plan does the opposite. The existing plan has all the traffic from Storrow Drive (WB) and the traffic exiting the Mass Pike for Cambridge funneling/merging into the same area – Beacon Yards. Wouldn't it make more sense to remove some of that congestion, lighten and improve the flow of traffic, by having the traffic going to Cambridge turn right directly into Cambridge, thus lessening the traffic flow into Beacon Yards?	See Response to Frequently Received Comment #11.
812	HGit	5	12/12/2019	Traffic congestion/Beacon Yards, River St-right	#5: Traffic congestion / Beacon Yards: Related to #4, my understanding is that there is not yet a final plan for commercial and residential development in Beacon Yards. I also understand that there is still outstanding road and construction planning around the Harvard development. Thus, there is currently an unknown level of congestion on the new city streets throughout the Beacon Yards development. At this point, I am deeply concerned that the plan to redirect Cambridge traffic into Beacon Yards is premature. How can you be sure that once you funnel all this traffic (along with the Mass Pike traffic) to Beacon Yards, there will not be even more congestion once the development is complete? Everyone's worst nightmare would be a gigantic mess of cars mixed with commercial and residential activities. Even if Beacon Yards were already completely planned, it still strikes me as extremely inefficient to direct a large amount of traffic into a commercial and residential area. #6: Infrastructure repairs / Postponing the larger I-90 Plan: My understanding is that construction costs (in particular workers) are at an all time high; and that the planning for Beacon Yards and Harvard in Brighton is not yet completed. It would make more sense to make repairs to the existing infrastructure, and postpose this larger plan until there are fewer unknowns. I am highly concerned about a race to construction or boondoggle when at this stage, any I-90 plan feels premature.	See Response to Frequently Received Comment #11 and Section 5.1 of the Scoping Summary Report. Traffic operations including congestion and level of service (LOS) are used to evluate the reasonability of proposed alternatives. An alternative cannot be deemed reasonable if: The alternative adversely impacts travel times within the Project Area due to congested conditions on existing or proposed roadways, or at existing or proposed intersections. The alternative results in worse Level of Service at existing or proposed intersections, or long vehicular queues that impact operations at adjacent intersections.
813	HGit	6	12/12/2019	River Street access	#7: Why do I feel so strongly? Let's face it, we all have our personal biases and opinions. But I would like to share part of my personal story with you: When I initially heard about removing this right hand turn I thought it sounded absurd: MassDOT is literally shuttling people away from Cambridge: trying to prevent access to Cambridge for residents, business, and visitors -- making it extremely difficult for residents, employees, and visitors to enter the city? I attended meetings and listened carefully, hoping I would hear some good reasons for this new plan: a left hand turn into Allston to get to Cambridge. I have yet to hear any. At the same time, I have a personal and visceral reaction to this new plan. Here's what it is: "For the love of God this sounds like a nightmare." I have a disabled child. My weekly life revolves around driving: taking her to doctor appointments, driving to purchase medical equipment, meetings to coordinate services, picking up her medications, in-home visits by caregivers, and grocery shopping. While I understand that our family is not typical, we do represent a family who will be severely affected by the loss of a right turn onto the River Street Bridge. The new route will lengthen my drive, and take me out of my way. From Storrow Drive, I will be forced to drive away from my house, to weave around Allston, through traffic and lights, to get back to Cambridge. Sitting in the car is difficult for me – I was born with a bad back, I have neck injuries from an accident decades ago, and suffer from severe osteoporosis. It is even more difficult for my daughter. And, when my daughter is unhappy, it is even more difficult for both of us. Imagine a two year old having a temper tantrum. Only, she is a strong, vocal teenager with tantrums. Please understand, many of us in Cambridge, still rely on cars. I am not ashamed of this. Nor do I think we should be penalized or marginalized for doing so, and for wanting the most direct and efficient routes to our Cambridge destinations or homes. I wonder how many of you live in Cambridge, frequently use Storrow Drive westbound, and rely on your car as your primary mode of transportation? Thank you for considering my perspective.	See Response to Frequently Received Comment #11.
814	HGit	7	12/12/2019	River Street access	Dear Sir, I am writing in complete agreement with my wife's January 13, 2018, letter. I echo her comments, and am extremely concerned about the loss of the existing right hand turn off of Storrow Drive, over the River Street Bridge, and into Cambridge. I would strongly urge you to conduct further study on this issue, study in relationship to the whole I-90 proposal. This study should not occur after the rest of the proposal has been passed, but rather as part of it. A decision on this issue should be postponed until a comprehensive study can be completed. As part of this study, several alternatives should be developed and reviewed. It is also imperative that these alternatives be tested by those who use these roads to access Cambridge. Thank you.	See Response to Frequently Received Comment #11.
815	HM	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, Please support any effort to research alternatives which will preserve the Charles River shoreline. The MassDOT plan to construct a roadway in the Charles River will degrade this parkland for a generation.	See Responses to Frequently Received Comments #2 and #8.

#	ID	Number	Date	Topic	Comment	Response
816	HM/PM	1	12/12/2019	construction staging	Dear Mr. O'Dowd: Charles River Watershed Association ("CRWA") submits the following comments on the I-90 Allston Multimodal Project National Environmental Policy Act ("NEPA") scoping report prepared by the Massachusetts Department of Public Transportation ("MassDOT") and the Federal Highway Administration ("FHWA"), dated November 6, 2019. As one of the country's oldest watershed organizations, CRWA's mission is to protect, preserve, and enhance the Charles River and its watershed through science, advocacy, and the law. Our initiatives over the last five decades have dramatically improved the quality of water in the watershed, fundamentally changed approaches to water resource management, and protected the Charles River as a public resource for current and future generations. CRWA has been intimately involved in the development of this project since its inception. CRWA submitted comments on the Environmental Notification Form ("ENF") on December 15, 2014 and on the Draft Environmental Impact Report ("DEIR") on February 9, 2018.1 CRWA is also an active member of the project task force, regularly attending project meetings and providing input on project design. When Secretary Pollack selected the preferred design for the final project in January 2019, CRWA applauded the decision as one that would accomplish the project's ambitious transportation goals while simultaneously providing for improved stormwater management, enhanced climate change resilience, and river and riverbank restoration.2 Several months after the preferred final design was announced, MassDOT revealed publicly for the first time that during construction of the project, Soldiers Field Road ("SFR") and the Paul Dudley White path would be "temporarily" relocated into the Charles River – on fill, pilings, or both – for an estimated 8 to 10 years. MassDOT has subsequently indicated that it also plans to temporarily locate I-90 on additional fill and sheet pilings along the banks of the river. If MassDOT knew when it announced the widely praised preferred final design that such a project would necessitate construction of a road or roads in the Charles River for a decade or more, it never said so publicly. In fact, relocation of SFR into the Charles River during project construction was never contemplated during the state's lengthy DEIR process even though it would drastically increase the overall environmental impact of the project. As a result, the preferred design was evaluated and selected based upon egregiously incomplete information.	See Response to Frequently Received Comment #8.
817	HM/PM	2	12/12/2019	Alternatives analysis	These NEPA scoping comments are the first opportunity CRWA has had to formally weigh in on MassDOT's plan to relocate these roads into the Charles River during construction. MassDOT has released only limited information about this aspect of the overall project but has repeatedly asserted, without any actual documentation or evidence, that relocating SFR into the Charles River is the only way the preferred final design can be constructed. The scoping report does not contain any alternatives to this approach, despite the fact that a robust analysis of alternatives is required under NEPA. MassDOT and FHWA must fully vet alternative approaches to both construction phasing and final project design that would not harm the river. Several alternatives that would keep SFR out of the Charles are discussed below.	See Response to Frequently Received Comment #8 for a detailed discussion of construction of the SFR Hybrid Throat Area Option. See Section 5.4 of the Scoping Summary Report for a discussion of the alternatives that will be carried forward to the Draft Environmental Impact Statement for further analysis.
818	HM/PM	3	12/12/2019	Alternatives analysis	MassDOT and FHWA must also thoroughly evaluate the environmental impacts of relocating roads into the Charles River. The scoping report states that alternatives will be considered reasonable and explored further if they do not cause "excessive permanent environmental impacts to natural resources when compared to other alternatives."3 While this would seem to disqualify any alternative that involves locating a roadway in the river during construction, the scoping report makes only passing reference to "the temporary relocation of SFR into the Charles River on a temporary trestle."4 We are deeply concerned that MassDOT will attempt to characterize the environmental impacts associated with relocation of roads into the Charles River as temporary or something other than "permanent." The fact that such fill, pilings, and other materials may not exist in the river permanently does not mean that the environmental impacts associated with placing them in the river and then subsequently removing them will not be permanent. Disruption of the river's ecology and hydrology, especially for the duration currently estimated, would have lasting and permanent environmental impacts, and these impacts must be given the same weight and consideration in the NEPA process as any other impacts associated with the project. These environmental impacts are discussed in further detail below.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Temporary and permanent environmental impacts of a reasonable range of alternatives will be described in the Draft Environmmental Impact Statement.
819	HM/PM	4	12/12/2019	permitting	Compounding the problems with the lack of transparency around the impacts of and alternatives to relocating roads into the Charles River during construction is the fact that MassDOT is apparently planning to attempt to permit the "worst-case scenario" even though something less environmentally damaging may be possible. If the option with the greatest environmental impact were to be permitted, that is almost certainly what would be built. The permitting agencies, however, cannot issue permits based on conceptual designs and promises that environmental impacts may subsequently be lessened, if possible. Proposing to build the worst-case scenario and hoping something better is eventually constructed undermines the entire NEPA process is not an acceptable approach to this project.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. The preferred alternative will be identified in the Draft Environmental Impact Statement.
820	HM/PM	5	12/12/2019	environmental impacts/staging	Summary of Environmental Impacts of Relocating Roads into the Charles River The environmental impacts associated with relocating roads onto bridges and/or fill in the Charles River for about decade (or more) would be significant, and since they have never been considered in connection with this project, it is important to emphasize them here. These impacts, as well as impacts relating to other aspects of the proposed project, are also discussed in greater detail below.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts for a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
821	HM/PM	6	12/12/2019	environmental impacts/staging	Sediment disruption: Construction of a bridge will likely require installing pilings, which would require either hammering pilings into the sediment or dredging sediment from the river bottom. Both hammering and dredging suspend silt into the water column, and sediments in historically industrial areas like Boston are frequently contaminated with heavy metals and toxic chemicals, which can be released into the river when disrupted, affecting aquatic habitat. We know that this part of the river is likely contaminated with PCBs. For this reason, any sediment removed from the river must be disposed of properly, which can be costly. Hammering pilings or mechanical dredging (using heavy machinery to physically remove sediment from the water) would have even greater impact than hydraulic dredging, which uses a hose to suck out sediment in targeted areas.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts for a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

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822	HM/PM	7	12/12/2019	environmental impacts/staging	Water Quality Degradation: During construction of a bridge, there is increased erosion and changes in the riverbed and bank stability due to machinery working in the area. This causes even more sediment to enter the water. Groundwater quality is also often negatively affected by oil spills, fuel leakage, and other construction materials. In addition, surface water and groundwater quality are degraded by vehicles utilizing the bridge due to increased potential for fuel and oil spills. Stormwater runoff from bridges also threatens water quality by bringing excess nutrients and bacteria into the water without a natural vegetated buffer. Road salt placed on bridges during icy conditions will also run off directly into the river. Filling in parts of the river will exacerbate these problems, as harmful chemicals will be distributed into a smaller volume of water.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts for a reaosnable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
823	HM/PM	8	12/12/2019	environmental impacts/staging	Aquatic and Human Health Risks: Sediment fill and pilings placed in the river reduce the amount of available habitat for aquatic life, threatening the riverine ecosystem. Sediment fill also reduces the flood storage capacity of the river. More flooding will occur as rainfall becomes more frequent and intense with climate change, and with less room for water in the river, flooding in neighboring lands will be exacerbated. Silt production can be detrimental to the aquatic environment by blocking light from the river, raising water temperatures, and interfering with fish navigation. A small increase in salt levels in freshwater ecosystems inhibits the growth and reproduction of freshwater species. Heavy metals like mercury that are released into the water column from silt production can be incorporated into invertebrate and fish food sources. These metals build up over time and move up the food chain to other aquatic species and humans who consume them, causing detrimental health effects to the nervous, digestive, and immune systems.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts for a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
824	HM/PM	9	12/12/2019	environmental impacts/staging	Once a bridge is constructed, the flow of water slows around it, which slows aeration and oxygenation. Lowered oxygen levels put aquatic life under stress. As oxygen concentrations decrease, stress levels increase, and fish kills occur. Siltation also causes lower water levels, resulting in higher temperatures. Fish metabolism and breathing rate speed up in warmer waters, requiring more oxygen; however, oxygen levels decrease as temperature increases. Slower water velocities also increase siltation, decreasing depth, which results in increased growth of invasive aquatic plants such as milfoil and fanwort. These invasive plants already grow densely in the river, threatening native species, decreasing biodiversity, and restricting boating activity. They also create a perfect mosquito breeding ground, which, with EEE outbreaks in the state, is a public health concern. Increased direct stormwater runoff from bridges and eroded banks brings excess nutrients to the river. Nutrients feed the growth of invasive aquatic plants. Excess nutrients also lead to higher potential for toxic algae blooms, especially in areas with low depth and high temperature. Toxic algae blooms are fatal to dogs that swim in them and have been linked with neurological and liver diseases in humans.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts for a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
825	HM/PM	10	12/12/2019	construction alt analysis impacts	Summary of Potential Alternatives to Relocating SFR into the Charles River: MassDOT and FHWA must consider both construction and final design alternatives that avoid negative impacts to the Charles River. In addition to the harm to the river, the costs of building and then removing a temporary roadway would be exorbitant. It is also questionable, at best, whether such an intrusion into the river could even be permitted. The single “build” alternative included in the scoping report is wholly inadequate to comply with NEPA, which requires a robust analysis of alternatives that allows for comparisons of the impacts associated with each. The alternatives below focus on avoiding negative impacts to the river, but other commenters are putting forward alternatives involving different aspects of the project that should also be considered.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report.
826	HM/PM	11	12/12/2019	construction alt analysis impacts	MassDOT and FHWA should consider an alternative that combines I-90 and SFR traffic onto one road or closes SFR during construction of the project instead of relocating SFR into the river. Diverting SFR traffic onto I-90 or closing it during construction would not only avoid negative impacts to the river, it would also avoid significant costs, allowing public funds to be put to better uses like improving public transit, restoring the riverbank, and enhancing public parkland along the river. Alternatives should also be evaluated that include fewer travel lanes. For example, as other advocates have accurately pointed out, traffic data suggests that fewer than four lanes are actually needed on the westbound side of I-90. Future transportation trends, such as increased use of public transit, may further alleviate the need for the proposed number of travel lanes. Reducing travel lanes would have a significant effect on the overall project’s impacts, and might obviate the need for construction in the Charles River, increase opportunities for public transit improvements, allow for enhanced recreational opportunities and parkland along the river, and reduce overall taxpayer costs of the project.	See Response to Frequently Received Comment #8. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).
827	HM/PM	12	12/12/2019	construction alt analysis impacts	As alternatives are developed and evaluated, it is important to consider that vehicle use of I-90, SFR, and other area roadways is likely to look quite different in coming years given the likely advent of driverless cars, improved public transit, and responses to climate change. In fact, the MBTA Board recently voted to pursue a Regional Rail Vision for the commuter rail system that will increase frequency and allow more people to rely on public transit. In December 2018, the governor’s Commission on the Future of Transportation released a report that included recommendations to “[m]odernize existing state and municipal transit and transportation assets to more effectively and sustainably move more people throughout a growing Commonwealth” and “make transportation infrastructure resilient to a changing climate.”5 MassDOT and FHWA should ensure that any alternatives considered are forward-looking and account for these changes so that the project does not become obsolete as soon as it is built.	See Responses to Frequently Received Comments #2, #4 and #8.
828	HM/PM	13	12/12/2019	environmental impacts/permitting	Detailed Comments on Environmental Impacts and Permitting : Stormwater Management and Flooding Stormwater pollution is the major problem affecting the health of the Charles River today and the principal reason that the river fails to meet water quality standards and designated uses. Stormwater management presents both a challenge and an opportunity for this project. The project area is covered mostly by impervious surfaces, which have severely disrupted the natural hydrology. Today, stormwater drains to a series of outfalls before discharging into the Charles River. There are 36 sub-catchment areas routing to 25 outfalls that discharge to the river in the project area. Five entities (MassDOT, the Massachusetts Bay Transportation Authority (“MBTA”), the City of Boston, the Department of Conservation and Recreation (“DCR”)), and Harvard University) are responsible for the stormwater management system throughout the project area.	Noted.

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829	HM/PM	14	12/12/2019	stormwater mgmt	Concerns: CRWA is greatly concerned about the lack of coordination and comprehensive planning for stormwater management project-wide. Realistically, we fail to see how stormwater management goals will be attained project-wide without a clear understanding of how green infrastructure retrofits can be planned and engineered for each drainage area at a cumulative sub-watershed level. Given the phosphorus-laden runoff generated from car exhaust on roadways and the phosphorus limits established in the nutrient Total Maximum Daily Load ("TMDL"), it is not clear how the project will comply with the TMDL requirement of 64% phosphorus reduction. Even full compliance with the state Stormwater Standards does not insure that the project will meet the TMDL reduction requirements. Methods for achieving the TMDL must be considered as part of the NEPA process.	The proposed stormwater treatment plan includes many BMPs project-wide ranging in scale from rain gardens to subsurface infiltration chambers. Calculations showing the amount of phosphorus removed from the stormwater runoff have been completed in accordance with Appendix F of the MA MS4 General Permit and will be included with the Draft Environmental Impact Statement. The Project meets the TMDL requirement of 64% Phosphorus reduction with the proposed stormwater management plan.
830	HM/PM	15	12/12/2019	stormwater mgmt	Based on the stormwater management plan filed as part of the DEIR, a large part of the project area – including the proposed bridge in the Charles – will apparently not receive any treatment to reduce phosphorus loading. The proposed project contains various infiltration BMPs that supposedly will provide pollutant removal efficiencies, but we have not seen any documentation of soil tests and ground water levels at the locations where these BMPs are proposed. Additionally, MassDOT claims that discharge volume will not increase and plans to eliminate three discharge pipes and combine them into one new outfall. However, it remains to be seen how MassDEP would view this, and whether the new outfall proposed can meet Stormwater Management Standard 1, which states that "[n]o new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth."	The bridge mentioned in the comment is a temporary bridge for construction, which is the reason that it was not included in the post construction stormwater calculations. Any temporary structure or roadway needed for construction will be treated to the maximum extent practicable and in accordance with the NPDES Construction General Permit. The proposed stormwater management plan is based on record subsurface soil and groundwater data. The data has been collected recently, so it is current and applicable to the design. A reference to this publicly available data will be provided with the DEIS. During the design and permitting phase of this Project, additional subsurface investigation will be performed as needed to support the design. Impervious cover within the Project area will be reduced from what exists today, which will decrease stormwater runoff volume. In addition, the proposed green infrastructure and infiltration BMPs will further reduce the stormwater runoff volume. There are no new stormwater conveyances that discharge untreated stormwater directly to wetlands or waters of the Commonwealth. Outfalls may be relocated and combined to accommodate the geometry of the new interchange, but the amount of runoff reaching the Charles River will be less than existing conditions. The proposed stormwater treatment throughout the Project area is located upstream of these discharge points. Therefore, the runoff is attenuated and treated to reduce runoff peak flows and volume. Details and calculations regarding how the Project will meet all applicable standards and regulations will be included in the DEIS.
831	HM/PM	16	12/12/2019	stormwater mgmt	Opportunities: Source control is a very important component of stormwater management for the project area. The NEPA review should detail the permitting process for the proposed stormwater outfall(s), identify the responsible party(ies) and all potential impacts to wetland resources, and state whether a NPDES permit would be required from EPA or whether (and how) this would be covered by the City of Boston's Phase I stormwater permit.	Details of the permitting process for stormwater outfalls, including responsible parties and potential impacts to resource areas will be included in the DEIS.
832	HM/PM	17	12/12/2019	stormwater mgmt	Because this project site is at the downstream end of an extremely polluted drainage area to the south that includes parts of Brookline and Boston University, MassDOT has an opportunity to leverage resources from those entities to work with the Boston Water and Sewer Commission ("BWSC") to clean up the current (and any increased) discharge through a constructed wetland, rather than a new outfall.	While we understand there is interest in cleaning upstream pollutants, it is beyond the scope of this Project to treat stormwater runoff from outside ofthe Project area. It should also be noted that the runoff from upstream catchment areas such as Brookline and Boston University will not lead to a new outfall. The physical location of the outfall may change at the Charles River, but the offsite runoff that is conveyed through the Project area today will continue to be conveyed through the Project area under proposed conditions.
833	HM/PM	18	12/12/2019	construction alt analysis impacts	Underground infiltration strategies, which are currently envisioned for the project, may or may not work with the existing urban soils and high groundwater levels in the area. Above-ground vegetative features provide additional benefits such as flood storage capacity, stormwater filtration, and air cooling and filtration. Wherever feasible, these above-ground solutions should be considered in the NEPA alternatives analysis.	Above ground rain gardens, bioretention and infiltration basins and swales are included in the project-wide stormwater management plan. Due to the large treatment volume needed to meet the TMDL and the available land constraints, subsurface infiltration is a feasible option to include in the plan, in addition to the surface BMP options. The proposed methodology for selecting BMP type is to maximize the green infrastructure surface options within the available space and use the subsurface treatment to reach the TMDL treatment goal, as needed. The stormwater management plan presented in the DEIS will include above-ground vegetated stormwater treatment provided to the maximum extent practicable.

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834	HM/PM	19	12/12/2019	construction alt analysis impacts	While MassDOT has stated that it will construct the complete stormwater system for the project area in conformance with applicable design requirements, it is crucial that the entire sub watershed contributing to discharge in the project area be considered and managed as a single "stormwater management district." This would enable design and engineering of a larger sub watershed green infrastructure plan for this largely impervious urban area. This green infrastructure plan would not only help the five responsible parties to comply with their respective stormwater permits and Charles River TMDLs, but also create a much more resilient urban neighborhood with an ability to better manage current and future flooding. CRWA therefore requests that the project be scoped to include a stormwater management district plan for the larger drainage area.	While we understand there is interest in cleaning upstream pollutants, it is beyond the scope of this Project to treat stormwater runoff from outside of the Project area.
835	HM/PM	20	12/12/2019	Water quality	Water Quality The Charles River is impaired for, among other impairments, chlorophyll-a, Escherichia coli, nutrient/eutrophication biological indicators, dissolved oxygen, and phosphorus (total). Polluted stormwater runoff is the leading cause of water quality impairments in the Charles River. All impervious surfaces in the urban environment carry high volumes of stormwater runoff and generate significant loads of major stormwater-related pollutants, including phosphorus. TMDLs for nutrients and pathogens in the Lower Charles River Basin have been established and the NEPA process must analyze whether and how the project will comply with these TMDLs.	The NEPA process will analyze whether and how Project alternatives will comply with established TMDLs.
836	HM/PM	21	12/12/2019	Water quality/staging	During construction of a bridge, there is increased erosion and changes in the riverbed and bank stability due to construction machinery working in the area, causing more sediment to enter the water. Construction of a bridge also usually requires the installation of pilings, which would require hammering pilings into the sediment or dredging sediment from the river bottom. Both hammering and dredging suspend silt into the water column. Sediments in historically industrial areas like Boston are frequently contaminated with heavy metals and toxic chemicals, which can be released into the river. For this reason, any sediment removed from the river must be disposed of properly, which can be costly. Mechanical dredging or hammering pilings would have even greater potential impact than hydraulic dredging. Surface water and groundwater quality are also degraded by construction vehicles and materials, as well as by vehicles utilizing the bridge. The potential for fuel and oil spills increases, and stormwater runoff brings excess nutrients and bacteria, as well as road salt during icy conditions, into the water without a natural vegetated buffer. If parts of the river are filled, harmful chemicals will be distributed into a smaller volume of water, exacerbating water quality issues. The project's impacts on water quality in and around the Charles River must be fully documented and considered, and alternatives that would reduce or eliminate adverse impacts to water quality must be analyzed.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Temporary and permanent environmental impacts of a reaosnable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
837	HM/PM	22	12/12/2019	climate change, resiliency	Climate Change and Resiliency Massachusetts law requires permitting agencies to consider climate change impacts when examining whether all feasible measures have been taken to avoid or minimize environmental impacts.6 Climate change will result in increased precipitation and overbank flooding in the project area. Climate change-induced hotter temperatures combined with heat-absorbing surfaces (pavement and roadways)7 will also intensify urban heat island effect. This is already an extremely flood-prone area,8 and MassDOT's preliminary results in the DEIR suggested that areas adjacent to the river between the Western Avenue and River Street bridges are at a high risk of flooding, especially after 2030.9 By 2070, MassDOT's model predicts that "storm surge induced flanking and overtopping of the [New Charles River] dam [will] far exceed[ ] the capacity of the pumps and [will] cause[ ] water to flow upstream behind the dam throughout the Charles River system."10 MassDOT acknowledged that the water surface would be above SFR by 2070 and that upstream flooding "may occur prior to 2070."11 MassDOT's proposal to relocate SFR into the river during construction currently envisions adding significant fill to the river in the throat section. Doing so would reduce the flood storage capacity of the river. As rainfall becomes more frequent and intense with climate change, less room for water in the river will further exacerbate flooding in neighboring lands. If done correctly, this project presents an opportunity to build climate resilience and address heat island impacts and flood risks by planning in accordance with the impacts that will occur over the next fifty years. Green infrastructure can play a key role in both flood mitigation and reduction of heat island effect while reducing polluted stormwater runoff to the Charles. The NEPA process should identify all green infrastructure opportunities and prioritize their implementation.	See Responses to Frequently Received Comments #8 and #9 as well as Section 5.4 of the Scoping Summary Report. Temporary and permanent environmental impacts, including climate change and resiliency, will be described in the Draft Environmental Impact Statement.
838	HM/PM	23	12/12/2019	river impacts	Invasive Species and Toxic Algae Blooms Bridges cause slower water velocities, which increase siltation, in turn decreasing depth and resulting in increased growth of invasive aquatic plants such as milfoil and fanwort. These invasive plants already grow densely in the river, threatening native species, decreasing biodiversity, and restricting boating activity. They also create a perfect mosquito breeding ground, which, with EEE outbreaks in the state, is a public health concern. Increased direct stormwater runoff from bridges and eroded banks brings excess nutrients to the river, and these nutrients feed the growth of invasive aquatic plants. Excess nutrients increase potential for toxic algae blooms, especially in areas with low depth and high temperature. Toxic algae blooms are fatal to dogs that swim in them and have been linked with neurological and liver diseases in humans. The project's potential to exacerbate existing invasive species and toxic algae bloom issues must be fully evaluated and alternatives that avoid and/or minimize these impacts must be considered. Fish and Wildlife Habitat The Charles is home to an important anadromous fish run for both blueback herring and alewife. Catadromous fish – American Eel – also migrate in the Charles. Additionally, the U.S. Fish & Wildlife Service, in partnership with the Division of Marine Fisheries and in collaboration with CRWA, began an American shad restoration project in 2006 to bring back these once-native fish.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts will be described in the Draft Environmental Impact Statement.

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839	HM/PM	24	12/12/2019	river impacts	Sediment fill and pilings placed in the river reduce the amount of available habitat for aquatic life, causing competition and threatening the ecosystem. Silt production can also be detrimental to the aquatic environment by blocking light from the river, raising water temperatures, and interfering with fish navigation. A small increase in salt levels in freshwater ecosystems inhibits the growth and reproduction of freshwater species. Heavy metals like mercury that are released into the water column from silt production can be incorporated into invertebrate and fish food sources, building up over time and moving up the food chain to other aquatic species and humans who consume them. This can cause detrimental health effects to the nervous, digestive, and immune systems.	See Response to Frequently Received Comment #8. Temporary and permanent environmental impacts will be described in the Draft Environmental Impact Statement.
840	HM/PM	25	12/12/2019	river impacts	Once a bridge is constructed, water slows around it, slowing aeration and oxygenation. Lowered oxygen levels put aquatic life under stress, and as oxygen concentrations decrease, stress levels increase, and fish kills occur. Siltation also causes lower water levels, resulting in higher temperatures. Fish metabolism and breathing rate speed up in warmer waters, requiring more oxygen; however, oxygen levels decrease as temperature increases. Finally, bank habitat is important to fish for cover, shade, and feeding areas. Existing bank habitat in this section of the river is poor, and mitigation for the project should include bank restoration. All of these factors must be evaluated during the NEPA process, and alternatives that would avoid and/or minimize impacts must be considered.	See Responses to Frequently Received Comments #8 and #9. Temporary and permanent environmental impacts will be described in the Draft Environmental Impact Statement.
841	HM/PM	26	12/12/2019	wetlands impacts	Wetlands, Tidelands, and Waterways All impacts to wetlands, tidelands, riverfront area, land under water, bank, bordering land subject to flooding, and other resource areas must be documented and evaluated during the NEPA process. Impacts to these areas will be extensive – certainly a significant increase over what was described in the DEIR – if MassDOT continues to advance a design proposal that includes relocating SFR into the Charles River and I-90 over the bank of the river on fill and sheet pilings. Moreover, these impacts should only be described as temporary if they are in fact so; impacts to these resource areas for significant lengths of time – for example, 10 years – will have lasting, and in some cases permanent, effects that must be evaluated in the NEPA process.	See Response to Frequently Received Comment #8. Environmental imipacts including temporary and permanent impacts to wetlands will be described in the Draft Environmental Impact Statement.
842	HM/PM	27	12/12/2019	wetlands impacts	With regard to wetlands, the project must comply with the Wetlands Protection Act and the City of Boston Wetlands Ordinance. This project will also require authorization from MassDEP under the Public Waterfront Act because it will be located in and on filled tidelands, flowed tidelands, and the Charles River. The purposes of the Public Waterfront Act and its implementing waterways regulations include protecting and promoting the public's interest in tidelands and non-tidal rivers and streams by ensuring that the tidelands are utilized only for water-dependent uses or otherwise serve a proper public purpose; protecting the public health, safety, and general welfare as it may be affected by any project in tidelands and non-tidal rivers and streams; and fostering the right of the people to clean air and water, freedom from excessive and unnecessary noise, and the natural scenic, historic, and esthetic qualities of their environment.12 Thus, in addition to protecting the public's rights to access and use tidelands and waterfront areas, the Act and the waterways regulations protect the public's interests in the attainment of water quality goals, the reduction of flood and erosion-related hazards on land subject to the 100-year storm event, especially those in damage-prone or natural buffer areas, and the preservation of historic sites and districts near waterways. Any project authorized pursuant to the Act and the waterways regulations must be consistent with these underlying purposes.	Concur.
843	HM/PM	28	12/12/2019	waterways regulations	Under the waterways regulations, new fill or structures are generally prohibited and are only allowed in tidelands in certain defined, limited circumstances – none of which apply here.13 MassDOT has indicated that it intends to seek a variance from the waterways regulations, a process reserved for the "rare and unusual circumstance" where the public interest in a proposed project overrides the public interest in waterways and the project cannot be implemented in a way that fully complies with the waterways regulations.14 The MassDEP Commissioner may only waive the otherwise-applicable restrictions of the waterways regulations and grant a variance upon a finding that: a) there are no reasonable conditions or alternatives that would allow the project to proceed in compliance with the waterways regulations; (b) the project includes mitigation measures to minimize interference with the public interests in waterways and that the project incorporates measures designed to compensate the public for any remaining detriment to such interests; and (c) the variance is necessary to accommodate an overriding municipal, regional, state or federal interest.15 At a minimum, a request for a variance must include, in addition to an identification of the regulation(s) from which the variance is sought: a description of alternative designs, locations, or construction methods which would achieve the purpose of the project without the need for the variance; an explanation of why each of the alternatives is unreasonable; an analysis of any detriments to the public's interests in waterways due to the proposed project and an explanation of how the detriments have been minimized; a description of the measures that will be provided to compensate for any remaining detriment to the public's interests in waterways; and a description and supporting documentation of the overriding public interest served by the project.16 Whenever the need for a variance is reasonably foreseeable, as it is here, this information should be included in the EIR for the project.17 Because a variance is only intended to be granted in rare and unusual circumstances, the standard for obtaining one is intentionally difficult to meet. MassDOT has not provided any information that would justify a waiver by MassDEP of the categorical prohibition on new fill and structures.	See Section 5.4 of the Scoping Summary Report. A preferred alternative will be identified in the Draft Environmental Impact Statement. MassDOT will continue working with the Massachusetts Department of Environmental Protection with regards to permitting requirements for the Project.
844	HM/PM	29	12/12/2019	waterways regulations	Even if MassDOT were able to obtain such a variance, it would still have to comply with all other applicable provisions of the waterways regulations, such as the standards for nonwater-dependent infrastructure facilities.18 Those standards require "mitigation and/or compensation measures as deemed appropriate by MassDEP to ensure that all feasible measures are taken to avoid or minimize detriments to the water-related interests of the public."19 They also require "reasonable measures to provide open spaces for active or passive recreation at or near the water's edge, wherever appropriate . . . by any means consistent with the need to avoid undue interference with the infrastructure facilities in question, and to protect public health, safety, or the environment."20 In addition to a thorough evaluation of alternatives and impacts, the NEPA process must fully document the project's ability to comply with all applicable requirements of the waterways regulations.	See Section 5.4 of the Scoping Summary Report. A preferred alternative will be identified in the Draft Environmental Impact Statement. MassDOT will continue working with the Massachusetts Department of Environmental Protection with regards to permitting requirements for the Project.

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845	HM/PM	30	12/12/2019	permitting	This project will also require a 404 permit from the Army Corps of Engineers and a 401 Certification from MassDEP. To obtain these approvals, MassDOT and FHWA must demonstrate that there are no practicable alternatives that would have less adverse impacts on the aquatic ecosystem. The scoping report contains no information about how this standard will be met.	See Section 5.4 of the Scoping Summary Report. A preferred alternative will be identified in the Draft Environmental Impact Statement. MassDOT will continue working with the Massachusetts Department of Environmental Protection with regards to permitting requirements for the Project.
846	HM/PM	31	12/12/2019	Parkland	Parkland Because parkland and historic resources are located within the project area and will be impacted by the project, a Section 4(f) evaluation is required. Section 4(f) requires that there be no prudent and feasible alternative and "all possible planning to minimize harm."21 The project "will adversely affect the activities, features, and attributes of the park . . . eligible for protection under [49 U.S.C. § 303 (d)(3)(A)]," and the impacts will not be de minimis – they will result in direct alteration of parkland features. MassDOT has previously claimed that visual and noise impacts are not direct impacts for parkland uses, but we disagree with this characterization. There will also be an adverse effect on historic resources and conversion of Article 97 land. In the required section 4(f) evaluation, MassDOT and FHWA must discuss and analyze alternatives, including smaller I-90 lane widths and shoulders in the throat area, that would avoid and/or minimize impacts to parkland and historic resources. MassDOT and FHWA should also identify and quantify clearly each of the direct, indirect, and temporary parkland and historic resource impacts, as well as the mitigation proposed. Impacts with specific locations identified should also be presented in tabular format.	Impacts, benefits and mitigation to both historic and parkland features within the project area will be analyzed and evaluated as part of the required 106 consultation process, the 4(f) evaluation process and as part of the DEIS/FEIS. The impacts considered will include permanent , temporary and constructive uses as defined by 4(f). The 4(f) evaluation will include "all possible planning to minimize harm". The I-90 and SFR lane and shoulder widths described for each Throat Area option include the minimum acceptable widths to MassDOT. Narrowing shoulders and travel lanes even further would degrade the operations of the roadway, especially for maintenance activities, leading to unacceptable impacts for users of I-90 and posing safety concerns. Additional information is included on lane and shoulder width requirements in the Response to Frequent Comment #3.
847	HM/PM	32	12/12/2019	Environmental Justice	Environmental Justice Considerations We appreciate MassDOT's investment in a relatively robust public process – particularly though the project task force – for the past five years; however, the task force members mostly represent well-resourced institutions and organizations. This project will impact a more diverse and less-resourced population. Under federal law, MassDOT and FHWA must identify and address disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority populations and low-income populations.22 At the state level, Executive Order 552 requires enhanced outreach to environmental justice populations.23 To achieve environmental justice with the project area, FHWA and MassDOT must commit to obtaining public input on park and other mitigation designs before the designs are finalized in contract form and implemented through a design-build process.	The project team agrees that the public involvement process for the I-90 Allston Multimodal project is among the most robust ever offered by MassDOT. The Project Task Force convened to participate in that process does include well-resourced institutes such as Harvard and Boston University, but also includes the Allston-Brighton CDC, the Allston Civic Association, and representatives from the Allston neighborhood who are there as citizen participants aligned with no particular organization. As part of the NEPA process, we have reached out to applicable city agencies in Boston, Brookline, and Cambridge to determine the language populations around and bordering the project area such that materials and advertisements can be made available in languages as diverse as Amharic in parts of Cambridge. All materials placed on the project website are made compliant for those using assistive technologies to engage with the internet. The project will continue to obtain input from the Project Task Force and community on the development of the parkland and all other elements of the project through the Project Task Force and public meeting processes.
848	HM/PM	33	12/12/2019	mitigation	Additional Alternatives, Phasing, and Mitigation In addition to the alternatives discussed above, CRWA has developed a plan to capture and manage a minimum of a 2-inch storm, and where opportunities exist for accommodating additional (temporary) flood storage, a 5-inch storm. These blue greenway designs will provide increased public open space, reduce flooding, and mitigate the urban heat island effect. CRWA's blue green infrastructure planning strategies start with an understanding of historic hydrologic conditions in this area and aim to replicate the natural hydrology. Attachment A contains more details on CRWA's approach, which connects this project to Harvard's Enterprise Research Center. This plan should be considered as part of the NEPA alternatives analysis.	See Response to Frequently Received Comment #9.
849	HM/PM	34	12/12/2019	mitigation	Substantial mitigation will be required for this project. For some major project elements like the proposed relocation of SFR into the Charles River, MassDOT has not yet provided enough information to determine what the extent of impacts to the river would be and whether they could be adequately mitigated. For other impacts associated with the project, CRWA's blue greenway designs would provide several opportunities for mitigation, including: - Construction of a system of blue greenways and wetlands for stormwater management, flood resiliency, and reduction of heat island effect in the project area; - Charles River bank restoration from at least the throat area to the River Street Bridge with vegetation to provide fish habitat; - A larger "Allston Esplanade" park for the public with bioswales and wetland features for stormwater management; and - Pervious pavement for bicycle-pedestrian lanes and the Paul Dudley White path Public transit should also be prioritized throughout the project's construction in order to mitigate effects on commuters and others traveling through the project area. If done right, public transit could help to alleviate some of the anticipated traffic issues during construction by moving a greater volume of people more efficiently and utilizing fewer traffic lanes.	See Response to Frequently Received Comment #9.
850	HM/PM	35	12/12/2019	phasing/staging	Project phasing and staging for all project elements should be clearly presented so that the public can fully understand what the impacts of each phase will be and when they will occur. In general, mitigation measures should align closely with project impacts and be performed as early as feasible. CRWA would be interested in participating in a subcommittee of the task force or other group tasked with providing input on a comprehensive mitigation plan addressing issues such as riverbank remediation, flood plain management, and stormwater planning.	See Responses to Frequently Received Comments #7 and #9.

#	ID	Number	Date	Topic	Comment	Response
851	HM/PM	36	12/12/2019	blue green infrastructure	Blue Green Infrastructure Planning Strategies Harvard Enterprise Research Center & I-90 Interchange Project INFRASTRUCTURE NEEDS AND APPROACH FOR RESILIENCE Climate change is predicted to result in increased precipitation and higher flood inundation levels, as well as higher temperatures due to the Urban Heat Island effect. Designing and implementing Green Infrastructure (GI) in urban neighborhoods such as North Allston-Brighton will play a key role in mitigating flooding and heat island effect while improving water quality in the Charles River. Stormwater parks and blue-greenways will also serve as public open space for the local community, providing much needed passive recreational opportunities and connections to the Charles River. CRWA's approach for the Harvard ERC site and the I-90 project area is to design GI systems, including blue greenways (bioretention / wet-weather corridors) and constructed wetlands to manage stormwater runoff from 1"-5" rain storms. The minimum target will be to capture and manage a 2" storm, and where opportunities exist for accommodating additional (temporary) flood storage, a 5" storm. These designs will provide increased public open space, reduce flooding, and mitigate the Urban Heat Island effect.	See Response to Frequently Received Comment #9.
852	HM/PM	37	12/12/2019	blue green infrastructure	CRWA has also identified opportunities for additional bioretention systems and parkland north of the Genzyme building extending from East Drive to Soldiers Field Road (SFR). Constructed Wetlands: - Two wetlands totaling 5.3 acres - Designed to be connected by piping - Located south and southeast of the DEF	See Response to Frequently Received Comment #9.
853	HM/PM	38	12/12/2019	blue green infrastructure	Blue Greenway: A 6-acre bioretention system designed as a blue greenway (network of open space corridors), running parallel to Cattle Drive and Science Drive This design, when coupled with the constructed wetlands, is able to capture a 2" storm	See Response to Frequently Received Comment #9.
854	HM/PM	39	12/12/2019	blue green infrastructure	The area of North Allston has seen dramatic changes in development since the turn of the 16th century, especially along the banks of the Charles River. Prior to 1908, the Charles River existed as a true estuary open to the Boston Harbor. In what is now the I-90 project area, salt marshes and freshwater meadows buff-ered the estuary, providing natural flood con-trol by storing excess water volume and filter-ing out nutrients and pollutants. Today, the I-90 project area is covered mostly by impervious surfaces. Stormwater drains to a series of outfalls where it discharges into the Charles River, carrying pollution from the land into the river. Understanding the historic con-ditions of the project site helps guide the de-sign of Green Infrastructure that will success-fully restore the function of natural hydrology on the site.	See Response to Frequently Received Comment #9.
855	HM/PM	40	12/12/2019	blue green infrastructure	The proposed by CRWA aims to capture, store, and treat stormwater runoff from the three major drainage areas within the I-90 project area. These areas as delineated based on the drainage flowing to the MassDOT and BWSC owned outfalls in the Charles shown above	See Response to Frequently Received Comment #9.
856	HM/PM	41	12/12/2019	blue green infrastructure	I-90 Allston Interchange Project Area Proposed Green Infrastructure Strategies: Constructed Wetlands In order to capture a 1" storm from the area draining to MassDOT outfall #2, a wetland, 0.5 acre in size, was sited south of River Street. To capture a 2" storm, 0.5 acres of bioretention is needed To capture a 1" storm from the area draining to the MassDOT outfall #1, a 2.5-acre wetland was sited south of River Street. This area has a high probability of inundation suggested by MassDOT's 2070 projections of a 01% chance storm	See Response to Frequently Received Comment #9.
857	HM/PM	42	12/12/2019	blue green infrastructure	Bioretention Systems- A 10 acre bioretention system designed as a blue greenway (network of open space corridors) - Connects from the Harvard ERC project area to a 4-acre constructed wetland sited between East Drive and SFR - Located adjacent to the proposed parkland along the Charles River in the I-90 project area	See Response to Frequently Received Comment #9.
858	HMatt	1	12/12/2019		Mr. McEwen and Mr. O'Dowd, Thank for the opportunity to comment on the I90 Allston project. The FHWA Environmental Review Toolkit1 thells us that: "The identification, consideration, and analysis of alternatives are key to the NEPA process and goal of objective decision making. Consideration of alternatives leads to a solution that satisfies the transportation need and protects environmental and community resources. The Council on Environmental Quality refers to the alternatives analysis section as the "heart of the EIS," and requires agencies to: a. Rigorously explore and objectively evaluate all reasonable alternatives and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated. b. Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits. c. Include reasonable alternatives not within the jurisdiction of the lead agency. d. Include the alternative of no action. e. Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference. f. Include appropriate mitigation measures not already included in the proposed action or alternatives."	Concur. See Sections 5.4 and 5.3 of the Scoping Summary Report.

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859	HMatt	2	12/12/2019		Many parts of the I90 Allston project would benefit from a thorough alternative analysis including: 1. A new street grid with fewer traffic lanes - The number of lanes, width of intersections, and acreage of asphalt proposed by MassDOT would harm the environment and public health by discouraging walking and biking, generating urban heat island effects, encouraging unsafe speeding by drivers, and reducing the land available for transit-oriented development. The Cambridge Street Bypass road, recommended by the MassDOT-funded I-90 Allston Placemaking Study conducted by the Boston Planning and Development Authority should also be included.	See Responses to Frequently Received Comments #5 and #10. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).
860	HMatt	3	12/12/2019		2. Safe and inviting crossings at Franklin and Malvern Streets to connect North and South Allston MassDOT should design an alternative for a new Franklin Street footbridge that provides a safe and low-stress crossing comparable to the Fanny Appleton footbridge recently built by MassDOT. If such a bridge cannot be designed, a pedestrian tunnel under I90 and the train tracks merits study3. Both crossings should follow the Placemaking Study's recommendation to "provide added dimension (such as landscaped aprons) to the bridges that span above the highway and rail alignment to provide visual and landscape amenities to support a pleasant pedestrian and bicycle environment".	See Response to Frequently Received Comment #4.
861	HMatt	4	12/12/2019		3. A "throat" design that minimizes damage during construction and maximizes long-term benefits for recreation and the environment In 2016, the Army Corps of Engineers released a study for the North Shore Riverfront Ecosystem Restoration Project in Pittsburgh, Pennsylvania4. It describes the Ohio River as being a lot like the Charles River in the I90 Allston project area: "This area is highly urbanized, has a history of industrial usage followed by commercial development, and is heavily utilized for recreation activities including biking, jogging, kayaking, recreational boating, fishing, and other related uses. Natural floodplain features, such as riparian forest, wetlands, side channels, backwaters and riparian shelf habitats, are highly limited and in some places almost completely absent in this location" The plan recommended by the Army Corps includes: a. Placement of additional fill materials to re-establish a more natural bank line and re-establish some floodplain connectivity. b. Utilize water from an existing stormwater outflow that would need to be daylighted to create a wetland. MassDOT should amend the Purpose and Need of the I90 Allston Project to include ecological and recreational enhancements to the Charles River and its parks, including improved pedestrian access from Commonwealth Ave. If Federal and State agencies can collaborate with the community to figure this out in Pittsburgh, we can do it in Allston too. And given that MassDOT considers it acceptable for 10 years during construction to have 10 highway lanes along the river (6 on I-90, 4 on Soldiers Field Road), it would be reasonable to design an alternative that maintains 10 (or possibly 11) lanes as a permanent configuration.	See Responses to Frequently Received Comments #2 and #8. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area to avoid impacts to th Charles River and/or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).
862	HMatt	5	12/12/2019	West Station	4. West Station and rail design that maximizes frequency and reliability of passenger rail while being the best possible neighbor to the abutting residential community This means an alternative capable of all-day service with Grand Junction and Worcester Line trains both stopping at West Station every 15-minutes. This also means having a Wadsworth Path linear park between the rail and abutting homes. Perhaps this means reconfiguring the power substations and crew quarters that MassDOT proposes to place between the layup yard and West Station. Perhaps this means shifting I-90 slightly to the north. Perhaps this means reevaluating the 2013 study that concluded layover should be built in Allston but was rendered obsolete by the recent FMCB vote5. This report also incorrectly assumed that "by 2025, the MBTA will be using a four-track layover yard on an MBTA easement at Beacon Park Yard for layover of 12 consists"6 which is not possible because of the I-90 Allston construction. A new evaluation of MassDOT's near-term and long-term layover needs is appropriate before committing several acres of land to this use in Allston. I hope your agencies will be actively and publicly involved in addressing these issues and those raised by other commenters in the months ahead. The outcome of this project will speak volumes about our 21st century vision for transportation, urban life, and the environment.	See Responses to Frequently Received Comments #1 and #4.

#	ID	Number	Date	Topic	Comment	Response
863	HMC	1	12/12/2019	Realignment Viaduct Option	The Allston viaduct project is such a significant and expensive once-in-a lifetime project that it must be done right. I am concerned that reasonable alternatives have been dismissed before scoping and that a range of alternatives will not be analyzed in the EIS. We may end up with something we don't want or cannot afford and then we'll see good elements stripped away to save money.. I live in Forest Hills. I have lived through four years of demolition and construction at the Casey Overpass. That relatively small project was supposed to take about 24 months. It has taken five years. I learned a lot about highway planning through the Casey process. The communities were divided as to whether to build a new bridge or put all traffic on the surface streets. MassDOT limited the alternatives that were examined in detail and we ended up with a six- to seven-lane highway that creates a moat around the MBTA station. Had MassDOT analyzed more than one bridge alternative, the communities could have evaluated bridge vs. surface more comprehensively. Limiting the alternatives was unfair and did a disservice to the affected communities. It appears that the 3L Realignment: Highway Viaduct Option was dismissed from further analysis because it did not meet the project's Purpose and Need for two reasons: 1) the viaduct would continue to act as a neighborhood barrier, impeding access to the Charles River; 2) and the viaduct option does not reduce visual impacts for surrounding neighborhood. I think the Realignment Viaduct Option should be retained for analysis in the EIS because the Realignment Viaduct Option would address roadway deficiencies, safety issues, rail limitations, and could improve access to the River and improved River paths. It would be easier to build, take less time, and cost a lot less. This alternative was unfairly eliminated by using narrow and biased approaches to what is a neighborhood barrier and "visual quality." First, Forest Hills is a neighborhood; the back side of BU and Soldiers Field Road is not. BU's back is toward roadways, River and rail. This is a transportation corridor. It is not a neighborhood that needs visual improvement. Nothing is going to dramatically improve the visual quality here. A key criterion--views from the I-90 roadway--was not even included in the analysis despite being a standard way to evaluate. You can't put a shine on a sneaker, and lack of visual quality in the Throat area should not be a reason to eliminate this alternative. Second, 10 lanes of highway and a multi-track railroad impede physical, emotional and visual access to the River. This false claim that a viaduct is the only barrier to the River should not be reason to drop this alternative. Third, the claim that the viaduct eliminates a chance for a pedestrian & bike bridge to the River is wrong. The Charles River Esplanade is accessed only at specific locations. There are 13 places to cross Storrow Drive/Soldiers Field Road (at grade and pedestrian bridges) from Blossom Street to the Eliot Bridge, about 5 miles, an average of one crossing every 2,000 feet. A crossing accessible to bikes and pedestrians is needed in the BU Bridge area. MassDOT should rebuild the bridge at BU behind Morse Chapel for bikes and pedestrians to address the need for a crossing in the area. This would be about 2,500 feet from the proposed new crossing and new park to the west. Eliminating the viaduct alternative without considering rebuilding the pedestrian bridge at BU to add a needed connection biases the alternative. Finally, experts have clarified that environmental protection and community enhancement should not be included in the Project Purpose. Project Purpose and Need should focus on transportation needs as the reason for the project. Things that relate to how the project is carried out should be distinct from Purpose and Need. The Purpose and Need Work Group (Baseline Report, March 15, 2005) stated that "environmental and community enhancement are important goals" but should not be a part of the P&N. Therefore the Project Purpose and Need that relies on environmental goals and visual quality should be revised and the Realignment Viaduct Option (and others) retained in the EIS. The Casey process shows how limiting alternatives can lead to a bad decision.	See Sections 5.2.3 and 5.4 of the Scoping Summary Report. Three Throat Area Options will be carried forward to the Draft Environmental Impact Statement for further analysis: the Modified Highway Viaduct, Modified At-Grade, an the SFR Hybrid.
864	HNo	1	12/12/2019	shared use path, shade trees, parkland	Dear Allston I-90 Project Team, I am writing to give some brief comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. This project - years in the making - is much needed and promises to transform not only the turnpike viaduct but also the entire frontage along the Charles River. This is an extremely complex project and I will limit my comments to just one detail - the access paths and planting area along the river. The proposed section at the pinch point (A) shows 26 feet of mostly paved ground with minimal room for shoreline vegetation. Trees would not survive long in the 4' buffer between the walk and the cycle track. This would provide a harsh experience for park visitors especially on a hot or windy day. Excessive run off would flow directly to the river and shade trees would never establish themselves or grow to maturity. Having separate paths for walking and bicycling as shown is a best practice in many situations but here it results in excessive pavement along the river. I encourage you to consider shared-use path options in this area (see options B & C). Most of the Charles River is lined with ten-foot shared-use paths and users know how to navigate them. That width has proven inadequate in the lower basin, however, where paths are over crowded during peak use. An increased shared-use path width of 12' or 14' would function better while still preserving enough of a planting zone along the shore to soak up run off and support mature shade trees. There may be an opportunity to design the fence or wall adjacent to the path so that it can support vines. In time vines would help mitigate noise and create a pleasant experience for park visitors. Having worked hard to locate the main roadway away from the river's edge I would encourage you to reclaim parkland and create an experience worthy of the Charles River Reservation. (3 diagrams were attached to the comment)	The typical section for the PDW Path will be further refined in the Draft Environmental Impact Statement.
865	HS	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Please make sure that you direct the appropriate individuals and groups to keep the Charles River and the area close to the Charles River safe and accessible during construction and for the future.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
866	HW	1	12/7/2019	Ped/ bike access	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am a long-time resident of Cambridge and a 15+ year bicycle commuter to the Back Bay. Each workday (year round) I bicycle to/from my house in West Cambridge to 500 Boylston St. A huge part of my commute is using the current bike path on the Storrow Drive side of the Charles River. This project will directly affect my daily commute for many years to come and I appreciate you listening to my opinion on the project. 1. Please include as much bike and walking path space as possible. As more people bike to work the path has become incredibly crowded. I also encourage you to separate walkers from bikers for safety purposes whenever possible.	See Response to Frequently Received Comment #2.
867	HW	2	12/7/2019	Agganis Way, ped/ bike access	2. The walking and biking connections provided in MassDOT's proposal do not include the connections that we need between the Charles River path and Allston Village or Commonwealth Avenue including: a safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design; a footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths; and a new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks	See Response to Frequently Received Comment #4.
868	HW	3	12/7/2019	Transit	3. MassDOT must provide a detailed plan to effectively mitigate travel disruptions during the 10-year construction period. No additional rail or bus service has yet been described or offered and no commitment has been made to keeping two tracks in service on the Framingham-Worcester Line during construction. Thank you again for incorporating my views in the design and construction of the Mass Pike Interchange. I'm happy to speak if that is helpful as well.	See Responses to Frequently Received Comments #9 and #10.
869	HZ	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
870	IB	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased storm water runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. As a long term rower on the Charles, out of Cambridge Boat Club, I hope you will consider alternative approaches.	See Response to Frequently Received Comment #8.
871	IH	1	12/7/2019	Parkland, ped/ bike access	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I regularly commute along the river bike path between Newton and Cambridge. This bike path is already treacherous near the Mass Pike. Please improve the bike path and make it safer than it is now for the duration of the construction and after this project is completed. I also look forward to seeing more green space created along the river.	See Responses to Frequently Received Comments #2 and #9 and Section 2 - Purpose and Need of the Scoping Summary Report. Upgrading the PDW Path to provide a two-way pedestrian and bicycle facility is part of the purpose of this Project.
872	IK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you very much for consideration.	See Response to Frequently Received Comment #8.
873	IM	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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874	Ind	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
875	IS	1	11/27/2019	West Station	Hi, I've reviewed the plans for the I-90 reconstruction project and I have significant concerns about the project, about the lack of prioritization of mass transit and the commuter rail during/after the project, about pedestrian connections in the project area, and about the proposal to reroute the roadway over the Charles River during the construction period. The People's Pike organization has succinctly summarized my concerns with the project. Please reconsider these problematic design elements: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Responses to Frequently Received Comments #4, #8, #9 and #11.
876	IS	2	11/27/2019	river impacts	2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
877	IS	3	11/27/2019	Ped/ bike access	3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking	See Response to Frequently Received Comment #4.
878	IS	4	11/27/2019	trains	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration	See Response to Frequently Received Comment #1.
879	IS	5	11/27/2019	transit	5. 10 years of construction during which the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
880	IS	6	11/27/2019	West Station	I think these inclusions / changes are very important for making sure the project is a success: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
881	IS	7	11/27/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
882	IS	8	11/27/2019	ped/ bike access, Agganis Way	3. Please include footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
883	IS	9	11/27/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
884	IS	10	11/27/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
885	IS	11	11/27/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
886	IS	12	11/27/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
887	IS	13	11/27/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
888	IS	14	11/27/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
889	IWil	1	12/12/2019	Staging, West Station, mitigation, Franklin St Bridge, People's Pike, Throat, river impacts	Dear Michael O'Dowd and the Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I frequent this stretch on both the bike path (commuting and for recreation), as well as a driver on Soldier's Field and i-90. I am concerned about the impact the current plan will have on the environment of the Charles River, particularly the construction plan to temporarily route Soldiers Field Road over the Charles River will have significant detrimental impacts on the Charles River for 10+ years. I am also concerned with the lack of progress on West Station before this major road construction will take place. With the delays of other bike and transit infrastructure, I hope that MassDOT will prioritize other forms of transit and mobility while this project engulfs Allston for the next decade. Please consider adding the following concerns to the plan: 1.Add additional rail and bus service to mitigate travel disruptions. Accelerate the construction of the West St station and add more tracks so that trains can run every 15 minutes (a train once an hour is not sufficient! or will lead to less congestion during construction). 2.Change the proposed design of the Franklin Street pedestrian bridge to create a safer and better design, especially for cyclists. This major bike route from Lower Allston, Cambridge, and Somerville to Allston Village, Brookline, and beyond, is structurally deficient and includes 4 hairpin turns! As a biker this feels incredibly unsafe and as though it was an afterthought. This would become unusable with inclement weather. 3.The People's Pike — a linear park connecting the Franklin St. Footbridge, West Station, and the new Agganis Way Footbridge — must be included in the project. Additionally I would hope you would consider the following: MassDOT's plan for the narrowest section between BU and the Charles River ("the throat") doesn't create enough space for walking and biking paths with a row of trees. Keep working on the "throat" section to find a solution that has less severe impacts on the Charles River and creates a better park when construction is done. The project's purpose must include a plan to improve the quality and extent of the Charles River parkland, the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge. Build a new park and multi-use path instead of train storage in the Wadsworth St. neighborhood to serve as a buffer between homes and trains. Build new bike/ped connections from Commonwealth Ave. and the BU Bridge as part of the I-90 project. Thank you for your efforts in working with the public to build a better Massachusetts.	See Responses to Frequently Received Comments #2, #4, #7, #8, #9 and #11.
890	JA	1	12/12/2019	shoreline/parkland, Franklin St, Agganis Way, staging, river impacts, West Station, bus lanes, transit mitigation	I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I have followed the research done by the Charles River Conservancy and support their evaluation and, in particular, support the following goals: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge. 2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. 3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths. 4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river. 5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near. 6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. 7. Dedicated bus lanes on new city streets and the Mass Pike.	See Responses to Frequently Received Comments #2, #4, #7, #8, and #9.
891	JAr	1	12/12/2019	Agganis Way, Flip, ped/ bike access, West Station	Impact of design proposals set out in the Scoping Report on the Depot and surrounding areas: Section 3.2.3 of the Scoping Report entitled '3L Re-Alignment with Options' proposes "replacement of the existing Franklin Street bridge over I-90 with a new pedestrian and bicycle bridge." (p.23). No detailed plan for the replacement bridge is presented, but Figures 3 and 5 show an alignment that would require the taking by eminent domain of all or a significant part of the abovementioned parking area which serves the Depot, along with the adjacent building. This alternative would have a negative impact on the Depot by significantly reducing or eliminating the parking area needed to continue commercial operations at the site. We believe this approach constitutes a violation of section 4(f) and we urge MassDOT to explore other alternatives for the relocation of the footbridge. In addition, the current design of the footbridge does not appear to be 'user-friendly' in that it requires at least four directional changes as the ramp approaches ground level near Cambridge Street. If the ramp were relocated and designed to descend gradually in one direction toward the proposed new West Station and the Charles River, it may be possible to avoid any 4(f) violations, eliminate the multiple directional changes on the ramp, and improve safety and accessibility. This alternative is feasible if the 'Flip Layout Option' shown in Figure 13 of the Scoping Report is adopted by MassDOT. We support this 'Flip Layout Option' for several additional reasons: it allows for development of more comprehensive and efficient transportation services throughout the area, and it frees up more open space for pedestrian and cyclist use. We also support the position that West Station should be included in the first phase of the multimodal project, and should be designed to accommodate future transportation needs to the greatest extent possible. As longtime business owners in the Allston neighborhood, we are well aware of the transportation needs that exist in the area now and that will be exacerbated during the construction phase of the project and beyond. Development of West Station could help alleviate some of these problems and also create a true regional hub that is designed to meet transportation needs well into the future. The sweeping scope of this project offers once-in-a-lifetime opportunities for state and federal entities to implement as many elements of creative land use and urban design as possible to compliment the vast transportation improvements that are the project's core. We urge MassDOT and the FHWA to focus additional attention on the expansion of open space, improvement of pedestrian and bicycle access, and enhanced landscape design throughout the project area. Attention to these issues is of vital importance and will have a lasting impact on the quality of life in this area of Boston. This is especially true in the project areas adjacent to city neighborhoods. It is also true in the Allston Village area which offers a unique opportunity to highlight several notable historical structures and create an aesthetically pleasing, accessible area in Allston to be enjoyed by residents and travelers alike. Hopefully, the decisions made now will the lay the groundwork for countless improvements for all residents and visitors to the Allston area for decades to come. Once again, thank you for this opportunity to express our concerns and suggestions regarding this very important project.	See Responses to Frequently Received Comments #4 and #7.Also see Sections 5.4 and 5.3 of the Scoping Summary Report. Impacts, including impacts to 4(f) resources, will be described in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
892	JAtt	1	12/12/2019	Transit, West Station, Grand Junction	Dear Mr. O'Dowd, As both a longtime Cambridge resident and employee, I am writing to request that MassDOT include enhanced service scenario demand modelling of improved transit services in the NEPA scoping documents for this project to be performed by CTPS or related analysts. Specifically, MassDOT should model new transit services on the Grand Junction corridor between North Station and the proposed West Station with 10-15 minute peak headways and 20-30 minute-off-peak headways at a minimum; improved local bus services serving the proposed West Station meeting all MBTA Service Standards; and significantly improved commuter rail services in the Framingham-Worcester corridor. One scenario should also include a frequent DMU/EMU route from Riverside Station in Newton (via an unused existing rail link) through the existing Newton CR stations and West Station and through the Grand junction corridor to North Station. Thank you.	See Responses to Frequently Received Comments #4 and #11.
893	JB	1	11/28/2019	West Station	Hello, For the upcoming Mass Pike project, These items are not okay: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Responses to Frequently Received Comments #4 and #11.
894	JB	2	11/28/2019	River impacts, staging	2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
895	JB	3	11/28/2019	Ped/ bike access	3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking	See Response to Frequently Received Comment #4.
896	JB	4	11/28/2019	Pollution	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration	See Response to Frequently Received Comment #1.
897	JB	5	11/28/2019	Highway lanes	5. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
898	JB	6	11/28/2019	West Station	I want to see this! 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
899	JB	7	11/28/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
900	JB	8	11/28/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
901	JB	9	11/28/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
902	JB	10	11/28/2019	West Station	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
903	JB	11	11/28/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
904	JB	12	11/28/2019	trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
905	JB	13	11/28/2019	transit	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
906	JB	14	11/28/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction. Any project that the state performs should increase the number of multimodal options for people walking, taking transit, and biking. If we don't perform those projects then we are going backwards. Please create a project that is for the people! Not just cars.	See Response to Frequently Received Comment #9.
907	JBas	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
908	JBat	1	12/12/2019	Staging, River impacts, river users impacts	I'm concerned about MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. As an iconic and much-loved program for recreational sailing in the lower Charles, Community Boating has a vital interest in maintaining water quality in the river for the benefit of our thousands of members, young and old, who each season take advantage of our "Sailing for All" offerings. I strongly urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river and to fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
909	JBe	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
910	JBli	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully examine alternative approaches to staging and construction that do not harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
911	JBou	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
912	JBrow	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
913	JBur	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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914	JC	1	12/11/2019	Climate change, staging, trains	I write regarding the Allston Multimodal Project, one of the best opportunities to demonstrate the transformative changes needed to reach our climate change and resiliency goals within the context our region's mobility infrastructure. In addition to ensuring that the surrounding neighborhood's quality of life is measurably improved through better air quality, safer auto-circulation, noise mitigation, and enhanced connections to the Charles River Parklands, I urge you to take advantage of this project's opportunity to refashion the human-scale routes utilized by local residents. Their quality of life should be front of mind throughout each phase of this project, from design, to construction, to the ongoing operational aspects once the project is completed. Specifically, please expedite all commuter rail related facets of the project, including connections to the Grand Junction corridor, which abuts my neighborhood in East Cambridge. Increased rail frequency (especially if it meant electrified trains!) combined with improvements to the regional bike-trail network, represent a major chance to reform transportation patterns from West of Boston. This, in addition to prioritizing making West Station a near-term reality, instead of a constraint on the project's budget and timeline, would establish an appropriate mindset centering the movement of people instead of vehicles. In closing, I want to state my appreciation for the highly skilled and experienced project team leading this effort inside MassDOT, including it's project consultants. You represent 100s of years of professional background in transportation, landscape design, freight logistics, construction management, and open space stewardship. Take pride in that experience and remember your hopes and visions for your respective fields, embrace the creativity that exists within each of you, and move past the "this is how we've done it" and "we're constrained by precedent" mindsets that has created so many of the challenges we face today. Use the scale and prominence of this initiative to move the needle on the larger organizational changes needed at MassDOT and beyond. We're depending on you.	See Responses to Frequently Received Comments #4, #6, #7, and #9.
915	JC	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Please consider alternatives that don't harm the character, charm and environment of Boston!	See Response to Frequently Received Comment #8.
916	JCh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
917	JCip	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
918	JCM	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river.. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
919	JCo	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
920	JCost	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
921	JCot	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
922	JCott	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
923	JCP	1	12/11/2019	Staging alternatives, river user impacts	Dear Messrs. McEwen and O'Dowd The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
924	JCP	2	12/11/2019	Staging alternatives, river user impacts	the alternatives that were considered before selecting the proposal and its reasons for discarding those alternative	See Response to Frequently Received Comment #8.
925	JCP	3	12/11/2019	Staging alternatives, river user impacts	the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of a reasonable range of alternatives will be described in the Draft Environmental Impact Statement.
926	JCP	4	12/11/2019	Staging alternatives, river user impacts	In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the rive	See Response to Frequently Received Comment #8.
927	JCP	5	12/11/2019	Staging alternatives, river user impacts	a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, sailors, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters, the Charles River Conservancy, and other interested parties to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
928	JCra	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
929	JD	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
930	JDav	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
931	JD-CoC	1	12/11/2019	Ped/ bike access, parkland, transit, pollution, noise impacts, River impacts, staging, West Station, parkland	Mr. McEwen and Mr. O'Dowd, I write to express my full support for the comments offered by former Cambridge Mayor Henrietta Davis with regard to additional concerns that were not addressed in the NEPA scoping report. To briefly restate Mayor Davis's key points: 1) noise and other extremely detrimental and extended impacts from the "temporary" trestle bridge must be fully accounted for, minimized, and remediated, 2) the I-90 project should be leveraged as an opportunity to permanently enlarge and restore the riverbank along the "Throat" 3) the design of West Station must include a rebuilt bridge over the Charles River to accommodate both transit service and a bike/pedestrian connection with the Grand Junction Path and 4) the regional network of bike and pedestrian paths across and through the project area must be improved and extended to better connect Allston, Brighton, Brookline and Cambridge for non-vehicular mobility. Please add the above concerns to the project scope. Thank you for considering our comments,	See Responses to Frequently Received Comments #2, #4, #8, and #9.
932	JDem	1	12/12/2019	West Station, Franklin St bike/ped access, construction staging, river impacts	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I live in the Lower Allston/North Brighton neighborhood, and this project will have major impacts on our community. I also see this as a once-in-a-lifetime opportunity to do more than just address aging infrastructure. This project could potentially help reshape transportation in Boston for decades to come, but only if we are willing to be bold and invest in the future, rather than the status quo. Here are the main points that are of concern to me, but I also fully support the comprehensive feedback from WalkBoston. - Accelerate the construction of West Station and build it to meet the transit needs of a growing city. There is enormous potential for the Framingham/Worcester line to provide fast and reliable service from downtown to Allston and the suburbs. We need to increase capacity during the I-90 project to help offset the traffic impacts of the project and to accommodate the development that the shifting of the highway will facilitate. Transit needs to become the primary mode of transportation in Boston, no amount of road construction and ever reduce traffic. We need to give people reliable transportation during this project and beyond. - The currently proposed replacement for the Franklin street overpass is not acceptable. That is a major connection point between our neighborhood and Allston Village and it needs to be comfortable and safe, without the numerous hairpin turns in the current design. I want to have means for my children to safely cross the highway and treat Allston Village as a part of their neighborhood. - I have concerns about the plans to put the highway over the river for 10+ years. This is a beautiful stretch of river and I can only see negative impacts to that environment from such a proposal. Please do not waste this opportunity to make transportation in Boston safe, cleaner, and ready for the future.	See Responses to Frequently Received Comments #4, #7, and #8.

#	ID	Number	Date	Topic	Comment	Response
933	JE	1	11/25/2019	West Station	1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
934	JE	2	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
935	JE	3	11/25/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
936	JE	4	11/25/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
937	JE	5	11/25/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
938	JE	6	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
939	JE	7	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
940	JE	8	11/25/2019	Staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
941	JE	9	11/25/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
942	JE2	1	12/7/2019	Parkland, Agganis Way, Pollution	Mr. McEwen and Mr. O'Dowd, We are writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts. We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4 and #9.
943	JE2	2	12/7/2019	Ped/ bike access, Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave with the Charles River paths	See Response to Frequently Received Comment #4.
944	JE2	3	12/7/2019	Ped/ bike access	3. A new design for a bike and ped I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive, without hairpin turns	See Response to Frequently Received Comment #4.
945	JE2	4	12/7/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
946	JE2	5	12/7/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used by trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
947	JE2	6	12/7/2019	Bypass Road	6. A Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
948	JE2	7	12/7/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
949	JE2	8	12/7/2019	Highway Lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
950	JE2	9	12/7/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project	See Response to Frequently Received Comment #9.
951	JE2	10	12/7/2019	Transit, Trains, Buses	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
952	JE2	11	12/7/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
953	JE2	12	12/7/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service, and revise plans to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.

#	ID	Number	Date	Topic	Comment	Response
954	JE2	13	12/7/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project to allow passenger rail between West Station and Kendall Square.	See Response to Frequently Received Comment #6.
955	JE2	14	12/7/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
956	JE2	15	12/7/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
957	JEhr	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
958	JEl	1	12/12/2019	Staging, ped/ bike access, transit	While I support the upgrading of the Paul Dudley White bike path and of the upgrading of the Charles River Park, and don't object to the building of a new commuter rail stop (if the funders actually intend to go through with it and file some type of financial guarantee), I do object to the placing of a temporary i.e. 10 year i.e. permanent bridge in the Charles River. As a sculler and as a person who enjoys walking around the river, you are ruining one of the best resources in Boston/Cambridge. It is used for many good purposes, not the least of which are the school and para programs run by CRI, not to mention the benefit Cambridge/Boston reaps from functions such as the Head of the Charles. PUT THE MONEY INTO THE MBTA AND PUBLIC TRANSPORTATION (which just today received REDUCED funding from the legislature) which will benefit the many, not just the ritzy suburbanites who want to DRIVE (mostly solo) to and from work. Use it to expand public transit service not only in Boston but into the suburbs. As DOT your responsibility is to the many, not the few who choose to drive to and from work. Get with the times, which means emphasis on public transport such as commuter trains, subways and bus lines - NOT on highways. The $1 billion is better used for public transportation, not more cars. Work to reduce the number of cars and the bend will become insignificant. How can you even think of putting that bridge in the Charles River when there is no documentation showing any valid investigation or substantiation of benefit much less any real opportunity for public comment. Why is DOT looking to finance a boondoggle?	See Responses to Frequently Received Comments #2 and #8.
959	JF	1	11/26/2019	Ped/ bike access, West Station	PLEASE, PLEASE, PLEASE do some planning for bicycles. I currently bicycle commute along the river from my home in Brighton (near Brooks St) to Mass ave. I intentionally ride the longer route along the river, rather than cut through N Beacon/Brighton ave, because it is safer than being on city streets. Riding along the river makes commuting a pleasure - rather than an aggravation. Bicyclists NEED paths and protected lanes - and if we build them, they will come. In addition, please get Boston Landing and West Station up and running with regular commuting options SOONER. 2040 is ridiculous. Again, if we build it, they will come. As a Boston resident who will be directly impacted by this project, I would be glad to be involved in any way possible	See Responses to Frequently Received Comments #2 and #7.
960	JFein	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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961	JFern	1	12/13/19	river impacts, staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Multimodal project. I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City, in additional to easing many of the traffic congestion issues at the completion of the project. While I am very excited with some of the eventual benefits of this project, I am concerned with the environmental impacts that will stem from the current plan to temporarily rebuild Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: ▯ In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. ▯ MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." ▯ This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. ▯ Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. ▯ Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river. Thank	See Responses to Frequently Received Comments #8 and #9.
962	JFM	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
963	JFop	1	12/11/2019	River impacts, river users impacts	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to+I973 aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
964	JFraw	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
965	JFul	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
966	JG	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I urge you to fully vet alternative approaches to staging and construction that don't harm our river, and fully evaluate the environmental consequences of the I-90 project. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem.	See Response to Frequently Received Comment #8.
967	JGo	1	12/12/2019	staging, river impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who daily kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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968	JGra	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
969	JGue	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Please for all our safety: fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
970	JHa	1	12/12/2019	River impacts, river users' impacts	Dear Mr. O'Dowd, I'm deeply concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your consideration to this extremely important matter.	See Response to Frequently Received Comment #8.
971	JHam	1	12/12/2019	River user, river impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I believe it is essential to provide documentation that proves that the ten year temporary bridge structure that is proposed is the best option. This option seems to have been introduced hastily after the DOT's long time position to stay out of the river. No analysis or alternatives options have been presented to back this proposal.	See Response to Frequently Received Comment #8.
972	JHanl	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
973	JHans	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. The must be a better solution than disrupting the river and all who use it. Not to mention the aquatic life that would be impacted. Thank you and we will be paying attention to the plans going forward.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
974	JHC	1	12/10/2019	River impacts, staging	Hello people in charge of the I-90 project. I am deeply concerned about the plan to put a 4 lane road on top of the Charles river for years as this project is constructed. the river is used by rowers, kayakers, canoers, pleasure boats, paddleboarders and fishermen/women. this section of the river is hugely important for all these sports but particularly rowing, where all the college and club crews use this as a 1500 meter race course. I am a member of Riverside boat club and row here 6 days a week. I don't know if you are up at 4:30 am, but there is an incredible amount of traffic on this section of the river all morning, starting before dawn until mid-day, and every weekend. it is also an essential straight course as part of the Head of the Charles regatta, which is the largest regatta in the world. I would request that you put up temporary buoys so that everyone can see how much river you will take for this highway. I am excited for the possibilities for additional use of the river, and the parks that could be constructed to link Allston and Cambridge and allow better access to this beautiful body of water which we are so lucky to have. I would hope that even swimming in the Charles would be possible if pollution remediation continues. however, I am deeply distressed to think about the environmental impact that this highway in the river would have and the loss of space in the river for an entire generation of people who want access. thank you for considering my concerns.	See Response to Frequently Received Comment #8.
975	JHoch	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
976	JHoll	1	12/5/2019	Transit	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am an urban planning college professor and a I-90 commuter. I have serious concerns with the mitigations proposed by the State. - To enhance the speed of buses, dedicated bus lanes should be included on the Mass Pike. - It appears that there are currently no plans to offer additional commuter rail or bus service during the construction period. In fact, these services should be significantly increased, particularly the Worcester line of the commuter rail. MassDOT should look to the way that New Jersey Transit handles the Northeast Corridor, where several express trains are regularly run, for example trains might only stop at Worcester, Grafton, and Westborough before going/coming from Boston.	See Response to Frequently Received Comment #9.
977	JHu	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

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978	JHu	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
979	JJ	1	12/11/2019	Transit	Hello Michael, I'm writing to comment on the design process for the forthcoming Allston I-90 Project. I echo the Boston Cyclists Union's suggestion for the project, including: - Add additional rail and bus service to mitigate travel disruptions. Accelerate the construction of the West St station and add more tracks so that trains can run every 15 minutes (a train once an hour is not sufficient!)	See Responses to Frequently Received Comments #4, #7, and #9.
980	JJ	2	12/11/2019	Ped/ bike access	- Change the proposed design of the Franklin Street pedestrian bridge to create a safer and better design, especially for cyclists. This major bike route from Lower Allston, Cambridge, and Somerville to Allston Village, Brookline, and beyond, is structurally deficient and includes 4 hairpin turns!	See Response to Frequently Received Comment #4.
981	JJ	3	12/11/2019	People's Pike, Agganis Way	- The People's Pike — a linear park connecting the Franklin St. Footbridge, West Station, and the new Agganis Way Footbridge — must be included in the project.	See Response to Frequently Received Comment #4.
982	JJA	1	12/12/2019	shoreline, Agganis, staging	Dear Allston I-90 Project Team, We are writing to give you our comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. We are particularly concerned with the following issues: 1. Restoration of the Charles River shoreline including improved parkland and paths along the river's edge. 2. The provision of a footbridge near Agganis Way to connect Alston, Comm. Ave., and Boston University to the Charles River paths. 3. Developing an alternative approach that does not require relocating Soldiers Field Road onto the Charles River for a decade as this would cause serious environmental risks to the river.	See Responses to Frequently Received Comments #2, #4, #7, and #8.
983	JK	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
984	JKea	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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985	JKl	1	12/12/2019	Staging, river impacts, pollution, river users' impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. I am, in fact, a rower and this plan would directly impact me in a negative way. As an environmental engineer, I am also very concerned that environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. The state and federal governments spent years and millions of dollars trying to upgrade the status of this surface water to make it recreationally useable. Anything that jeopardizes that hard work should not be allowed. This doesn't even take into account the impact this would have on our economy as this river is a huge draw for both tourists (river cruises, duck boats, regattas including the Head of the Charles) and residents. It is already one of the busiest sections of a surface water in the state and anything that reduces its width will make it well nigh unnavigable. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
986	JKos	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
987	JKuk	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
988	JKyp	1	12/11/2019	Noise Impacts	Last year we joined many other parties in criticizing the initial proposal to replace the deteriorated and dangerous Turnpike viaduct with another, smaller but still ugly, aerial structure-one that would still impact the abutting neighborhoods and Cambridgeport by generating additional noise and air pollution from the cars, trucks and buses ascending the incline from the Commonwealth A venue underpass.	See Section 5.4 of the Scoping Summary Report. Impacts, including air and noise impacts, of a reasonable range of alternatives will be described in the Draft Environmental Impact Statement. A preferred alternative will be identified in the Draft Environmental Impact Statement.
989	JKyp	2	12/11/2019	viaduct	We are happy to note that the Scoping Report has "suggested" that this new viaduct be dismissed from further evaluation in favor of keeping the roadway at grade. But there remain several serious shortcomings in this, the most recent iteration of the Project, that still call into question its purported environmental and intermodal benefits:	See Section 5.2.3 and 5.4 of the Scoping Summary Report. In addition to the SFR Hybrid and a Modified At-Grade Throat Area, a Modified Highway Viaduct Throat Area option will be carried forward to the Draft Environmental Impact Statement for further analysis.
990	JKyp	3	12/11/2019	River impacts, staging	MassDOT now announces that it is planning to temporarily relocate Soldiers Field Road and the Bike Path into the Charles River for half a mile along the "throat" area-via a bridge, fill or both during the decade long duration of the construction. This move would narrow the River by 130 feet and degrade its water quality with the disruption of sediment contaminated with toxic chemicals and increased stormwater runoff from the highway, which would affect boating in the River and harm its fish, birds and wildlife. A generation ago Massachusetts spent millions of dollars to clean up the Charles. Relocating the highway in this manner would jeopardize that accomplishment.	See Response to Frequently Received Comment #8.
991	JKyp	4	12/11/2019	West Station	Construction of West Station must be accelerated, and train service will need to be more frequent than it is now. Recently, the MBTA Board voted to move to subway-like frequencies on its commuter rail system. MassDOT's plans, however, would sabotage the goal of more frequent service by providing solely a single-track line, allowing only one train per hour along the Worcester corridor. That is inexcusable. The line must remain double tracked through the project area, and the Station needs ample capacity for future service needs. To reduce the construction impacts, the agency should offer additional commuter rail or bus services, as well as dedicated bus lanes on the Turnpike. To provide less would belie its professions of being anything other than a highway project!	See Responses to Frequently Received Comments #4, #7, #8, and #9.
992	JKyp	5	12/11/2019	layover yard	Also very troubling is the plan to build a small railyard here for up to eight commuter train sets part of the widely criticized plan to expand South Station as a stub end terminal, from 13 tracks to 20. This is one of three proposed layover yards (also including Widett Circle and Readville) to store and service trains between the morning and evening rush hours, where the diesel engines would spew yet more fumes and particulates upon the city's residents. Abutters to any layover yard would also be subjected to the constant noise of the locomotives, especially from overnight idling during the winter months. Were the North South Rail Link to be constructed instead and the commuter system electrified, this yard would not be necessary.	See Responses to Frequently Received Comments #1 and #9.

#	ID	Number	Date	Topic	Comment	Response
993	JKyp	6	12/11/2019	Franklin Street Bridge, Agganis Way	Finally, we are concerned that the walking and biking connections provided in MassDOT's proposal do not include enough access between Commonwealth A venue or Allston Village to the Charles River. The replacement Franklin Street Footbridge must be redesigned to eliminate the multiple hairpin turns that would be hazardous for pedestrians and bicyclists alike. We need a footbridge at Agganis Way connecting the new "Allston Esplanade" to Commonwealth Avenue at Boston University as well as a new park and multi-use path as a buffer between the Wadsworth Street neighborhood and the train tracks near West Station.	See Response to Frequently Received Comment #4.
994	JKyp	7	12/11/2019	neighborhood impacts/park space	The I-90 Allston Project and the redevelopment of the former railyard has the potential to revitalize and beautify what has long been one of Boston's most neglected and degraded parcels of land. Like the remarkable transformation that occurred when the elevated Central Artery was demolished and replaced by the Rose Kennedy Greenway, this area deserves better than to be shortchanged by a narrow, auto-centric vision that would mock any pretensions to intermodalism. The adjacent neighborhoods, the Charles River and Greater Boston all deserve better.	See Response to Frequently Received Comment #2.
995	JL/PE	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
996	JLah	1	12/10/2019	West station, ped/ bike access, pollution, noise impacts	We are writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts.	See Responses to Frequently Received Comments #4 and #9.
997	JLah	2	12/10/2019	People's Pike	We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Response to Frequently Received Comment #4.
998	JLah	3	12/10/2019	Agganis Way, ped/ bike access	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
999	JLah	4	12/10/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
1000	JLah	5	12/10/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1001	JLah	6	12/10/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
1002	JLah	7	12/10/2019	Bypass road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
1003	JLah	8	12/10/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
1004	JLah	9	12/10/2019	Highway lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
1005	JLah	10	12/10/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.
1006	JLah	11	12/10/2019	Transit	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.

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1007	JLah	12	12/10/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1008	JLah	13	12/10/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
1009	JLah	14	12/10/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
1010	JLah	15	12/10/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
1011	JLah	16	12/10/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
1012	Jlang	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1013	JM	1	11/28/2019	West Station	I support the following proposals for the Mass Pike Allston reconstruction: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1014	JM	2	11/28/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1015	JM	3	11/28/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1016	JM	4	11/28/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1017	JM	5	11/28/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
1018	JM	6	11/28/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1019	JM	7	11/28/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1020	JM	8	11/28/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1021	JM	9	11/28/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction. This is a massive construction project, and having lived through the commuting nightmare created by the "Big Dig", every effort should be made to mitigate the disruption caused by this project.	See Response to Frequently Received Comment #9.
1022	JM/BCHigh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1023	JMac	1	12/11/2019	West Station	To whom it may concern: I am a member of the Transportation Working Group of 350Massachusetts. This is a grassroots organization that advocates for major policy changes to address the climate crisis, with the changes being done in a socially equitable way. I urge that the I-90 project be sure to include the following components: 1. An accelerated construction of West Station, and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity	See Responses to Frequently Received Comments #1, #4 and #7.
1024	JMac	2	12/11/2019	Bus lane	2. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1025	JMac	3	12/11/2019	Transit	3. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1026	JMac	4	12/11/2019	Parkland	4. A restored Charles River shoreline, and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2 and #9.
1027	JMac	5	12/11/2019	Ped/ bike access	5. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1028	JMac	6	12/11/2019	Agganis Way	6. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1029	JMac	7	12/11/2019	Staging	7. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1030	JMac	8	12/11/2019	Parkland	8. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
1031	JMat	1	12/10/2019	Transit	Dear MassDOT, I am writing to express some of my concerns with the I-90 construction project plans and to offer some suggestions for improvement. This project is a once-in-a-generation opportunity to show people who live closer to the city what the world could look like if they forgo their car and take public transit, walk, or bike. To that end, we need to make these options not only viable throughout the course of the project, but more favorable, so that people get "hooked" on non-car modes of transportation, which will have innumerable positive impacts for the future of our region. I strongly urge MassDOT to do the following: - Add significant additional rail and bus service to mitigate travel disruptions, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1032	JMat	2	12/10/2019	West Station	- Accelerate the construction of the West St. station and add more tracks so that trains can run every 15 minutes. The design of West Station should include four tracks with no layup tracks for train storage and nothing that limits the station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1033	JMat	3	12/10/2019	Ped/ bike access	- Change the proposed design of the Franklin Street pedestrian bridge to create a safer and better design, particularly for cyclists. This bridge is a major bike route, but it includes 4 hairpin turns. MassDOT needs to be encouraging biking through design, not treating it as an afterthought and making the cycling experience much less comfortable than driving.	See Response to Frequently Received Comment #4.
1034	JMat	4	12/10/2019	People's Pike	- The People's Pike — a linear park connecting the Franklin St. Footbridge, West Station, and the new Agganis Way Footbridge — must be included in the project.	See Response to Frequently Received Comment #4.
1035	JMat	5	12/10/2019	Highway lanes	In addition to the imperative items listed above, I strongly suggest MassDOT also do the following: - All new streets built in Beacon Yards should be consistent with the City of Boston's Complete Streets and Vision Zero policies. Right now there are several intersections with 5+ lanes of vehicle traffic - this is not safe, and not acceptable.	Each of the streets within this new grid will provide facilities for pedestrians and bicyclists as well as for vehicular traffic. The design fo the streets will be consistent with the latest MassDOT and City of Boston Complete Streets guidelines, and the vehicular cross-sections minimized to the extent practicable
1036	JMat	6	12/10/2019	Staging	- The construction plan to temporarily route Soldiers Field Road over the Charles River will have significant detrimental impacts on the Charles River for 10+ years. Project planning must include further review of design and construction alternatives to ensure that these environmental impacts are mitigated and reduced to the greatest extent possible.	See Responses to Frequently Received Comments #8 and #9.
1037	JMat	7	12/10/2019	River impacts, parkland	- MassDOT's plan for the narrowest section between BU and the Charles River ("the throat") doesn't create enough space for walking and biking paths with a row of trees. Keep working on the "throat" section to find a solution that has less severe impacts on the Charles River and creates a better park when construction is done.	See Responses to Frequently Received Comments #2 and #8. Design of the Throat Area will continue to develop during the environmental review process.
1038	JMat	8	12/10/2019	parkland	- The project's purpose must include a plan to improve the quality and extent of the Charles River parkland, the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge.	See Responses to Frequently Received Comments #2 and #9.
1039	JMat	9	12/10/2019	parkland	- Build a new park and multi-use path instead of train storage in the Wadsworth St. neighborhood to serve as a buffer between homes and trains.	See Responses to Frequently Received Comments #1 and #4.
1040	JMat	10	12/10/2019	Ped/ bike access	- Build new bike/pedestrian connections from Commonwealth Ave. and the BU Bridge as part of the project.	A new ped/bike connection from Commonwealth Avenue to the PDW Path from the Agganis Way area via a bridge over the rail I-90 and SFR is feasible for each of the

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1041	JMay	1	12/7/2019	Parkland, Agganis Way, Pollution	Mr. McEwen and Mr. O'Dowd, We are writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts. We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4 and #9.
1042	JMay	2	12/7/2019	Ped/ bike access, Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
1043	JMay	3	12/7/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
1044	JMay	4	12/7/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1045	JMay	5	12/7/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
1046	JMay	6	12/7/2019	Bypass Road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
1047	JMay	7	12/7/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
1048	JMay	8	12/7/2019	Highway Lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
1049	JMay	9	12/7/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.
1050	JMay	10	12/7/2019	Transit, Trains, Buses	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
1051	JMay	11	12/7/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1052	JMay	12	12/7/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
1053	JMay	12	12/7/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
1054	JMay	13	12/7/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
1055	JMay	14	12/7/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
1056	JMcH	1	12/11/2019	Shoreline, Franklin St Bridge, Agganis, bike/ped access, railyard, bus lanes, transit mitigation	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. 1. A restored Charles River shoreline and improved parkland and paths along the river's edge. 2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. 3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths. 4. A footbridge/bike path to extend Telford Street from the Charles River to Harvard Street Allston. 5. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river. 6. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near. 7. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. 8. Dedicated bus lanes on new city streets and the Mass Pike. 9. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Responses to Frequently Received Comments #1, #3, #4, #7, #8 and #9.
1057	JMCK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1058	JmcL	1	12/11/2019	Staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Multimodal project. I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: - In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river.	See Response to Frequently Received Comment #8.
1059	JmcL	2	12/11/2019	River impacts	- MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded."	See Response to Frequently Received Comment #8.
1060	JmcL	3	12/11/2019	River impacts	- This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible.	See Response to Frequently Received Comment #8.
1061	JmcL	4	12/11/2019	River impacts	- Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways.	See Response to Frequently Received Comment #8.
1062	JmcL	5	12/11/2019	River impacts	- Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1063	JMee	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1064	JMeir	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1065	JMey	1	12/6/2019	River impacts, staging	Dear Mr. Dowd, You are beholden to FULLY vet alternative approaches and evaluate the environmental consequences of the SFR project. Choosing to add more fill in the historically filled Charles River without more engineering and creative approaches is not ok. MASSDOT can do so much better. Why not make it great in all realms. Following closely, as a resident and bike and car user of this Road.	See Response to Frequently Received Comment #8.
1066	Jmo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1067	Jmor	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1068	JMors	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. The narrowing of the river caused by the "temporary" road creates significant safety issues for river users, particularly the many high school and collegiate rowers in eights. Your current plan, as has been presented, reduces the river width to the same as the Power House stretch just upstream. Today, eights and fours do not turn in the Power House because it is not safe. Environmental impacts to the river would be significant, including: - disruption of sediment that may be contaminated with heavy metals and toxic chemicals; - increased storm water runoff leading to more toxic algae blooms; and - harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. To my knowledge, this has not been done to date.	See Response to Frequently Received Comment #8.
1069	JO	1	12/11/2019	Transit, trains, transit, West Station	I am concerned that the current plans for the project are short sighted and contain several flaws which impact transportation in the area. As this is a 10 year project (at least that's my understanding) it seems that it is worth getting this right Some of my concerns are as follows: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1070	JO	2	12/11/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.

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1071	JO	3	12/11/2019	Agganis Way, Ped/ bike access	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Responses to Frequently Received Comments #4 and #7.
1072	JO	4	12/11/2019	Ped/ bike access, transit, West Station	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1073	JO	5	12/11/2019	transit, West Station	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
1074	JO	6	12/11/2019	buses, Mass Pike, Transit	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1075	JO	7	12/11/2019	trains, transit	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1076	JO	8	12/11/2019	river impacts, Soldiers Field Road, staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1077	JO	9	12/11/2019	buses, trains, Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction	See Response to Frequently Received Comment #9.
1078	JPD/PA	1	12/12/2019	staging, alt. analysis, river impacts, river users impacts	Dear Mr. McEwen and Mr. O'Dowd I write in response to your agencies' request for comments regarding the scope of MassDOT's environmental review of the I-90 multimodal project. I am particularly concerned about the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a new bridge structure in the middle of the Charles River for at least the ten-year construction period. It is my opinion that the bridge would be absurdly expensive, an environmental disaster and an eyesore, that would likely stand much longer than the ten-year schedule currently described. Further, it is hard for me to imagine a solution that would be more complex or expensive than shifting traffic from land routes to a very long, 10-year "temporary" construction over the precious Charles River. Regarding the plan as it has been put forth, the agency's public notice has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place - the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives - the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include: - alternative configurations intended to minimize the structure's intrusion into the river - a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact. It seems to me that there might be a possible alternate solution by which the traffic on Soldiers' Field Road is shunted onto I-90 for the distance necessary to obviate the need for this new trestle bridge.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1079	JPie	1	12/12/2019	staging,	Dear Messrs. McEwen and O'Dowd, I am writing to recommend against the SFR (Soldiers Field Road) Hybrid option for the Allston Multimodal project. This is due to the multitude of negative impacts the option presents, as compared to other options outlined in the Scoping Document, in terms of constructability, climate change resilience, and long-term repercussions for the health and safety of the Charles River and its users. Only one enabling strategy is offered for the construction of the SFR Hybrid option. From the scoping document: "Consequently, a temporary trestle for SFR is proposed in the Charles River along the Boston edge, thereby freeing-up space to shift I-90 travel lanes out of the way of construction." This one line does not in any way convey that the proposed trestle is 2,000' long, 80' wide, and is located 50' off shore, in the river, with either end of the bridge requiring additional fill to accommodate the transition to shore. Nor does this mention that the "temporary" bridge will stand for some eight to ten years, necessitated by the Hybrid option's added complexity. It is also misleading, to say the least, that MassDOT's scoping document does not include their own diagram for this structure. Please refer to the image below:	See Response to Frequently Received Comment #8.
1080	JPie	2	12/12/2019	staging	There is no text stating why this trestle bridge is the only option for enabling the constructability of the SFR Hybrid. During November's Project Task Force meeting, members questioned the need for the trestle bridge, due to the additional permitting requirements and documentation it would add to the project: "Pallavi Mande (Charles River Watershed Association) and other Task Force participants noted that MassDOT would need to clear a daunting number of permitting requirements under the Clean Water Act, the Rivers and Harbors Act of 1899, and the state's Public Waterfront Act in order to move ahead with its plan. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." The construction contractors will also need to satisfy Section 402 of the Clean Water Act, which requires that the construction site "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. Task Force participant Glen Berkowitz of A Better City observed that "this trestle bridge is likely to freeze more quickly in the winter than any other bridge" thanks to its lightweight, modular construction. "It's going to require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road." Project engineers acknowledged that any anti-icing chemicals deposited on the proposed bridge – along with other typical motor vehicle pollutants, like dust from tires and brake linings and leaking engine fluids – would wash off directly into the Charles River with little to no treatment." — StreetsblogMASS, MassDOT Allston Plans Would Plant A Highway Over the Charles River, by	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1081	JPie	3	12/12/2019	Utilities	The following is a breakdown of some of the most critical issues surrounding the proposed Hybrid option: 1. Utility Relocations – The proposed SFR Hybrid option requires extensive services relocation, beyond what is required by some of the other options, because it no longer uses the footprint of the existing I-90 viaduct, but instead depresses it eight feet below grade. From the scoping document: "Depressing I-90 impacts existing utilities and consequently, extensive utility relocations are required. The 60" MWRA sewer line that runs north-south for the length of the Throat Area must be relocated out of the I-90 footprint, but because it is gravity-dependent, the profile cannot change. Consequently, the sewer must be relocated close by and parallel to the proposed I-90 depressed alignment within the created open space. Similar to the At-Grade option, the BWSC 60" storm drain must be lowered in and requires construction of a syphon or new BWSC pump station. [...] Because the I-90 section is below-grade and in the water table, pavement drainage must also be pumped."	Noted.
1082	JPie	4	12/12/2019	air quality	Air Quality – The scoping report does not mention the need for air quality documentation for the enabling portion of the project. The proposed construction of the trestle bridge would place all six lanes of I-90 and all four lanes of SFR at ground level for ten years, impacting Charles River users, Allston, and the City of Cambridge.	See Response to Frequently Received Comment #8. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.
1083	JPie	5	12/12/2019	noise/vibrations	Noise and Vibrations – The scoping report makes no mention of the need for noise and vibrations documentation for the enabling portion of the project. The Hybrid plan as proposed requires that all six lanes of I-90 and all four lanes of SFR exist at grade for ten years without noise abatement, impacting Charles River users, Allston, and the City of Cambridge. There is also no mention made of the vibrations of the trestle bridge spans and supports, and their potential for disruptive waves or shore erosion along the Charles River.	See Response to Frequently Received Comment #8. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.
1084	JPie	6	12/12/2019	wetlands impacts	Wetlands Impacts – The trestle bridge supports will increase the rate at which sediment accumulates in the surrounding area, impacting navigation of the river. Sheet pile walls are proposed that will change the profile of the shoreline and obliterate vegetation. All of the mature trees lining the shore will be removed for ten years. The Charles River is one of the few urban areas on the East Coast where bald eagles can be observed, but the proposed modifications to the river would severely impact habitat for waterfowl and migrating birds.	See Response to Frequently Received Comment #8. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.
1085	JPie	7	12/12/2019	Floodplain Impacts	Floodplain Impacts – The SFR Hybrid plan is to depress I-90 approximately eight feet below current grade, which is just above the water table. The City of Boston has committed to pursuing a resilient future, as documented in the Climate Ready Boston program website. The project boundaries are in Boston and can be reviewed on their explorer map: https://www.boston.gov/departments/environment/climate-ready-boston-map-explorer.	Climate change and resiliency will be further analyzed in the Draft Environmental Impact Statement.
1086	JPie	8	12/12/2019	Floodplain Impacts	While the scoping report cites various regulations for storm water milestones that must be met, more information on storm water and rising sea level projections for Boston is readily available on the Climate Ready Explorer map. This map currently shows that some of the project's areas are already impacted by storm water run-off, and will be prone to flooding prior to the completion of this project. Note that the map shows I-90 as a viaduct west of the BU Bridge; therefore, if the model is revised to reflect the SFR Hybrid proposal, the storm water predictions for a below-grade I-90 will be shown to be severely impacted.	The design of the Project will address anticipated future climate conditions including sea level rise and increased rain events.
1087	JPie	9	12/12/2019	Floodplain Impacts	Additionally, a proposal for storm water improvements for Lower Allston is in the works to deal with current undersized pipe that runs below Harvard Business School. It will be replaced with a 7'-diameter storm sewer pipe exiting just north of the project site, on a faster timeline than the Allston Multimodal project, increasing the amount of water entering the Charles River and being managed by the dam downstream.	Noted. The new Charles river dam provides flood protection to more than 2,440 acres of urban property along the banks of the Charles River. It is not expected that the additional flow from the Lower Allston Project will negativley impact the dams operation.
1088	JPie	10	12/12/2019	Floodplain Impacts	It is important to note that, while not a part of this project, the "New" Charles River Dam was constructed in 1978. It has had some operational issues in the last few years and may not be able to prevent flooding at the project site. The Climate Ready Boston map indicates that the areas adjacent to the dam will be subject to future climate impacts, and the dam itself may not be designed for rising sea levels.	According to The Boston Harbor Flood Risk Model the New Charles River Dam existing pump systems is able to adequately handle expected increases in river discharge due to climate change conditions though at least 2045. Any future modifications to the dam to mitigate flooding beyond 2045 are not in the scope of this Project.
1089	JPie	11	12/12/2019	Future Resilience	Future Resilience – The SFR Hybrid plan relies on depressing the I-90 section below grade in the project area, requiring it to be mechanically pumped to rid itself of storm water. After all of the issues with the Big Dig tunnels, and as the City of Boston is actively dealing with resilience projects on its coast, it seems odd that this would be the preferred plan. During the September 18, 2019 meeting that I attended with other interested river users, the response to questions concerning the state of the Charles River embankment after construction was that it would be returned to its current profile (this is an area of man-made infill), as any other solution than restoration to the current profile would result in more permitting issues. The project is already filing a change of plans and is taking on an increase in permitting issues for the proposed temporary trestle bridge, so it seems strange that a more resilient solution of wetlands and plantings would not be pursued as a part of this project. The City of Boston has a long history of Olmsted Park's solving storm run-off, coinciding with the design of infrastructure and public open space. The Moakley Park Vision Plan is a new example of how traffic engineering, climate resilience, and open space can be designed together for a better overall project.	See Response to Frequently Received Comment #9.
1090	JPie	12	12/12/2019	Water quality	Water Quality – The scoping report does not mention the need for water quality documentation for the proposed trestle bridge portion of the project. If the trestle bridge is built as proposed, then, again, all six lanes of I-90 and all four lanes of SFR will be at grade for ten years, with little or no treatment of storm water run-off directly entering the Charles River. Additionally, the 80'- wide trestle bridge would create a dead zone with no daylight to the river bottom, and would create slower currents arising from the river supports, which would optimize growth of invasive aquatic plants and algae.	See Response to Frequently Received Comment #8. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.

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1091	JPie	13	12/12/2019	Recreational Impacts	Recreational Impacts – Little acknowledgement is made in the scoping document of the diverse and vibrant community of river users making use of this wonderful natural resource. In fact, the documentation in the MassDOT presentations has relied on an outdated informational map of the Charles River circa 2002, which does not show the new DCR Magazine Beach canoe and kayak launch site directly opposite the project, the Head of the Charles race course passing alongside, or the 1K race course used by the Cromwell Cup Regatta and high school rowers that overlaps with the proposed temporary trestle bridge location.	See Response to Frequently Received Comment #8. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.
1092	JPie	14	12/12/2019	Recreational Impacts	During the September 18th meeting, the project team acknowledged that they had little awareness that the Head of the Charles was the world's largest two-day regatta, or that it features 11,000 competitors, 1,700 volunteers, and 225,000 spectators spending $72 million in our local economy (per the Greater Boston Convention and Visitors Bureau). Additionally, 4,000 rowers are using the Charles each day during the rowing season (April through November), inclusive of the US Para-Rowing training facility at Community Rowing Inc., and the WeCanRow breast cancer survivors out of Boston University's boathouse, in addition to high school, collegiate, and recreational rowers (according to the Charles River Alliance of Boaters).	See Response to Frequently Received Comment #8.
1093	JPie	15	12/12/2019	Recreational Impacts	The area designated for the trestle bridge is actively in use by rowers to move out of the way of faster, larger boats (such as collegiate eights, Cambridge River Tour boats, and yachts), and as a safe place to adjust equipment or right a boat that has flipped. The 2,000 linear feet of bridge will create a safety hazard, as rowers will no longer be able to move out of the traffic to shallower water. The proposed trestle bridge will increase noise levels, compromise air quality, and increase traffic congestion on the water, which creates possible conflicts between rowers, kayakers, and motorboats. In addition, construction barges and the bridge supports themselves will be hazards to navigate around.	See Response to Frequently Received Comment #8.
1094	JPie	16	12/12/2019	Traffic	Traffic – Project stakeholders are not just adjacent neighbors in Allston and on the BU Campus, but inclusive of Brookline and Cambridge, as we are one community, divided by a river. Traffic in all of this area is challenging, and this project does nothing to address or mitigate the current issues. Car traffic will be increased, and West Station will add shuttle buses on top of the congestion in Boston and Cambridge, even before the projected 8.5 million square feet of new build-out in the project area and beyond.	See Response to Frequently Received Comment #9.
1095	JPie	17	12/12/2019	Section 4(f)	Section 4(f) Evaluation –"Section 4(f) of the Transportation Act of 1966 (Section 4(f)) was enacted to ensure that the U.S. Secretary of Transportation develops "transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities." The proposed trestle bridge is 2,000' long, 80' wide, and is located 50' off shore, which is at direct odds with the language and intent concerning Section 4(f) evaluation. Under Section 4(f), now codified at 23 U.S.C. §138 and 49 U.S.C. §303, "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, refuge, or site)" are considered protected resources requiring special consideration. Preliminary impacts to 4(f) properties will be assessed for each proposed alternative and option, based on identifying and evaluating 4(f) properties, consulting with the landowner(s), coordinating with the SHPO on Section 106 effect findings, and all planning to minimize harm. The 4(f) evaluation to be issued by FHWA as part of the NEPA process will need to determine which alternative represents the least overall harm.	See Response to Frequently Received Comment #8.
1096	JPie	18	12/12/2019	Public outreach	Public Outreach – The general public is unaware of this project, despite the team's stating that they have met the intent of the requirement that "major public meetings will be advertised in local newspapers to encourage maximum public participation in the environmental review process." I have not seen a single advertisement, despite being a reader of two local newspapers. Outside of a small group of Charles River users or a member of Brookline's Transportation Board, everyone I have encountered was wholly unaware of this project, including some state representatives. Therefore, outreach needs to be improved and expanded.	The project's stakeholder database which is used for email communications regarding upcoming public meetings is in excess of 1,300 entries. Local newspapers used regularly to advertise public information meetings include the Boston Globe, Cambridge Chronicle, Allston-Brighton Tab and the Brookline Tab. For the meetings held in Framingham and Worcester during the summer of 2019, in addition to the outlets listed, the Worcester Telegram and Gazette and MetroWest Daily were used. For those meetings, and the NEPA Scoping meetings held in November and December flyers were distributed to outbound passengers during the PM rush hour at South Station and Back Bay Station on the Worcester Mainline as well as passengers arriving at Worcester Union Station. Public meetings are also announced on the project's website and MassDOT's Highway Division calendar page.
1097	JPie	19	12/12/2019	Public outreach/river users	In particular, there is an active community of Charles River users in the Charles River Alliance of Boaters (CRAB), a diverse collegiate rowing community (MIT, BU, Harvard, Simmons, Wellesley, BC, NEU), a Head of the Charles Regatta (HOCR) committee, and a dozen high school and prep school teams that should be invited to comment on this project, as they will all be affected.	This coordination began during 2019 and has continued into 2020. MassDOT and its team have met with the Charles River boating community as convenened by CRAB three times, has met individually with the Charles River Tour Boat company, and has had project team leadership out on a crew coach's boat to develop an improved understanding of how these users navigate the river. This coordination will continue as needed and appropriate.

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1098	JPie	20	12/12/2019	Public outreach	As regards documentation, “comments and questions offered by members of the public through the public meetings described above will be documented through the production of meeting minutes posted to the Project website,” however the current lack of posted meeting notes or presentations prevents concerned citizens from gaining more insight into this complex engineering project or participating in the review of the scoping documents. No meeting minutes have been posted for the September 18th or 26th meetings that I attended, and the November 7th meeting’s location lost power, but the meeting was not completed or rescheduled. The Coordination Plan statement contains the following: “The Project website will be maintained. The I-90 Allston Multimodal Project has its own dedicated website at https://www.mass.gov/allston-multimodal-project. All materials posted to the Project website are made compliant for those who access the internet using assistive technologies. Throughout the NEPA process, this site will be maintained. Materials to be posted to the website shall include the following: • PowerPoint presentations and minutes generated to support public information meetings, task force sessions, and targeted briefings. • Handouts generated to support public information meetings, Task Force sessions, and targeted briefings if the same are not already part of the PowerPoint presentations or other materials presented at these meetings. • Notes taken to document the above listed interactions with the public will also be posted. • The Project’s fact sheet is currently posted, and will be kept updated, to reflect the Project’s current phase of development.” The above is mostly not true, as the website is missing most of the information mentioned, with the exception of the project’s fact sheet and a few PowerPoint slides. More importantly, no information regarding the proposed trestle bridge is on the project website.	As of the time of this writing - July 2020 - the project website is current on all meeting minutes and presentations through the end of 2019. The notes of the June 22, 2020 Project Task Force meeting are currently being drafted for review by MassDOT. The project website has provided a current fact sheet since summer of 2019 which is available for download here: https://www.mass.gov/doc/allston-multimodal-project-fact-sheet/download.
1099	JPie	21	12/12/2019	staging, river impacts	MassDOT’s intent to construct a very large “temporary” highway on top of such a vibrant natural resource as the Charles River, to discard the structure at the end of ten years of use, and then to assume that simply dredging the river will return it to its current state, seems an incredibly wasteful and unsustainable use of money and resources, and indicates disrespect for nature and for our community. I would request that the MassDOT team reconsider the SFR Hybrid option and its enabling project the 8-10 year trestle bridge, and find a more successful solution to resolving this complex engineering project.	See Response to Frequently Received Comment #8.
1100	JPre	1	12/12/2019	Bike lanes, commuter rail	To I-90 Planning Board, I live in Brookline and do not own a car. I bike most of the time, and often take public transit. I very much want you to include bike lanes everywhere possible. I also think more tracks, allowing more frequent trains is very important. These improvements will bring increase biking and transit riders, which helps the economically disadvantaged, the environment and traffic congestion.	See Responses to Frequently Received Comments #2, #4, and #9.
1101	JRo	1	12/10/2019	River impacts, river user impacts	Hi, I just have one bit of feedback: any plans involving construction of a road over the Charles River need to be ruled out. I row and sail on the river and I enjoy running and biking along the river. I love that the plan is going to prioritize cycling and public transit, but to achieve that plan by destroying our river by running a highway through it is unthinkable. Thank you.	See Response to Frequently Received Comment #8.
1102	JSacc	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1103	JSax	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1104	JSc	1	12/12/2019	river impacts, construction alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, why this trestle is necessary in the first place; the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives; the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, alternative configurations intended to minimize the structure's intrusion into the river; a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1105	JSco	1	12/13/19	river impacts, River users impacts, staging	I am a rower and an environmentalist, and I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1106	JShef	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1107	JShi	1	12/12/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I believe it is essential to provide documentation that proves that the ten year temporary bridge structure that is proposed is the best option. This option seems to have been introduced hastily after the DOT's long time position to stay out of the river. No analysis or alternatives options have been presented to back this proposal.	See Response to Frequently Received Comment #8.
1108	JSi	1	12/12/2019	West Station, GJL, bike/ped access: Agganis, People's Pike, bus lanes, mitigation, rail, construction impact analysis	The planned reconstruction of the Mass Pike through Allston presents a unique opportunity to address climate change realities, and the severe imbalance between prioritizing motor vehicles over the needs of walkers, bikers, public transit, and area residents, all of whom have suffered for year the effect of car-centric policies and construction. I've seen this as a lifelong MA resident, and Boston resident for over 30 years. You have the chance - and the obligation - to make this project live up to this mandate, and to minimize short- and long-term disruption to area residents, pedestrians, bicyclists, and public transit users. To that end: 1. Build and make West Station fully operational as soon as possible: 2 tracks for the Worcester Line, 2 for Grand Junction service to Kendall & North Station (NOT one track which would discourage use of this line for years). Don't allow train storage here, or bypass tracks that would unnecessarily limit how often trains can stop at West Station. Public transit must be a top priority, not an afterthought, and it starts here. 2. Provide for better and more frequent service on the Worcester Line, during and after construction. 3. Create walk / bike connections: A. A long-overdue, safe and user-friendly pedestrian/bike crossing at Franklin Street connecting North and South Allston. B. A footbridge at Agganis Way connecting Allston, Comm Ave & BU to the Charles River paths. Again, these kind of connections are long overdue, and must be the first benefits of this project, not the last. C. Move train tracks away from Wadsworth Street & create a new buffer park with a "People's Pike" walking and biking path, connecting Allston Village and West Station to the paths on both sides of the River. Boston residents have too long suffered from living near the gaping wound of the Mass Pike. End that now. 4. Create dedicated bus lanes on new city streets and the Mass Pike 5. Increase rail & bus services minimize/offset construction disruption. 6. Construction impacts of at-grade MA Pike & Soldiers Field Rd vs. elevating Soldiers Field Rd: choose the option that least impacts / disrupts the Charles River & multimodal travel during construction. You have asked for our feedback. Here it is. Please use these to guide your work to create the best possible outcomes for walkers, bikers, mass commuters, and project neighbors during construction and for generations to come.	See Responses to Frequently Received Comments #1, #2, #3, #4, #7, #9 and #10.

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1109	JeSmi	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1110	JoSmi	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1111	JSol	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1112	JSou	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1113	JSto	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1114	JT	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1115	JTot	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1116	JTr	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1117	JTra	1	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1118	JW	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1119	JWan	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1120	JWeb	1	12/12/2019	Staging	I am writing to comment on the I-90 Allston Scoping Report dated 11-6-19. Section ``3.3 Alternatives Suggested for Dismissal from Further Evaluation'' talks about potential adverse impacts on travel times or congestion being a justification for dismissing an alternative. I believe that this strongly suggests that MassDOT should be exploring using FHWA's Value Pricing Pilot Program to impose tolls that vary by time of day to discourage travel at peak commute time through the Allston toll gantry, and possibly also the Newton and/or Ted Williams Tunnel toll gantries, and using some of the revenue to expand capacity and reduce costs to users of alternatives that allow people to commute in a more space efficient manner, potentially including commuter rail and express buses. 3.3 also talks about avoiding ``unreasonably high cost'' and ``unreasonably complicated or lengthy project schedule''. I believe that maintaining Soldiers Field Road during construction has unreasonably high cost, complexity, and forces an unreasonably long construction schedule, and that it should ideally be permanently eliminated through the project area at the start of the project.	See Response to Frequently Received Comment #8 for a discussion of the alternatives analysis developed to determine construction staging for the SFR Hybrid Throat Area Option. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River or aid construction. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report). Implementation of peak period congestion pricing on I-90 as a travel demand management strategy would require a broader policy decision and a separate study by MassDOT, and is beyond the scope of this project.

#	ID	Number	Date	Topic	Comment	Response
1121	JWeb	2	12/12/2019	rail/transit, West Station	I believe that we need a clear, long term vision of what commuter rail operating patterns will look like in designing West Station. My opinion is that we ought to be pursuing having three stopping patterns operate in the peak direction during rush hour, with each stopping pattern having a train come every 15 minutes, so that people can expect trains to come often enough to not need to consult a schedule. The first stopping pattern would make all local stops between South Station and Framingham, and possibly then continue into Southborough and beyond on the Ag Branch; the second would be very much like today's typical express trains that make all local stops between Framingham and Worcester inclusive, but skip many stops east of Framingham; and the third stopping pattern would be some approximation of Heart to Hub, potentially with some or all trips continuing west to Springfield (or Webster or Amherst or Gardner).	See Response to Frequently Received Comment #4.
1122	JWeb	3	12/12/2019	Trains	I assume we would want a center express track added as a third track through much of Wellesley and Natick, but the rest of the route from South Station to Worcester would likely remain double track, and rely on timing the departures of the trains so that express trains would only pass same direction local trains in Wellesley and/or Natick, and only in the peak direction. East of 128, my understanding is that there are very few places with space for more than two tracks without expensive bridge reconstruction, and those segments are likely not long enough for express trains to pass local trains while causing no significant delays to either. Making this work would likely also require reconfiguring the signal system east of Framingham to have much shorter signal blocks so that if two trains were following the same stopping pattern (which might happen east of Framingham with Heart to Hub following the train stopping at Grafton, Westborough, Southborough, and Ashland), they could be approximately three minutes apart while travelling at full speed. Shortening the signal blocks west of Framingham as well would likely be useful, but in many places the train stopping at Grafton, Westborough, Southborough, and Ashland may normally be far enough away from a Heart to Hub train sharing the same track that the signal blocks may not need to be so small between Framingham and Worcester.	Please see Response to Frequently Received Comment #4. The layout of West Station has been updated to include a three platform, four track West Station design, which is consistent with MassDOT's Capital Improvement Plan. This layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service. The design, including the express track, would not preclude future proposed upgrades elsewhere on the WML. The Response to Frequent Comment #4 also includes further details on the current and future benefits of the express track. The rail details presented in this comment are outside of the Project limits or control of this project. Any other potential upgrades to the other areas of WML, such as those mentioned in the comment, would be separate from this Project.
1123	JWeb	4	12/12/2019	Trains	Making this work would also likely require much better acceleration than the T's current diesel locomotives are capable of. My understanding is that if trains with better acceleration were capable of both accelerating and decelerating at 2.5 MPH/s, and if no attempt at limiting jerk was made, approximately 24 seconds would be required to decelerate from 60 MPH to a stop, and another 24 seconds required to accelerate from a stop to 60 MPH, and during those 48 seconds, the train would cover the same distance a train proceeding at a steady 60 MPH could cover in 24 seconds, and therefore the acceleration / deceleration would add 24 seconds to the travel time plus whatever is needed to limit jerk and ensure that the train ends up aligned well with the platform, relative to a train proceeding at full speed; this suggests each stop made by a local train but skipped by express trains likely would take roughly half a minute, plus whatever time is needed for doors to open and close and passengers to get on and off the train.	As indicated in Response to Frequent Comment #4, the benefits of the express track are in terms of operational flexibility and resiliency, in addition to any projected time savings. Modeling assumptions and results will be included in the DEIS. See also the Response to Frequent Comment #11.
1124	JWeb	5	12/12/2019	Trains	If we had a cycle that repeats every 15 minutes, and the signal system requires trains to stay approximately three minutes apart, and east of 128 we had two express trains and one local train every 15 minutes, and the local train enters this segment immediately after an express train and then falls back to the point where it's just ahead of the next express train, the local train can only be delayed by approximately 6 minutes relative to an express train as a result of all the acceleration / deceleration time and dwell time before it would delay the express train that would end up behind it. If the typical station stop ends up needing half a minute for acceleration and deceleration plus a minute of dwell time, that would leave time for just four stops that the local trains make that the express trains skip. If the dwell time could be reliably kept down to 30 seconds, perhaps with local trains with single level cars and doors at the middle as well as the ends, maybe having six local only stops would be possible. This probably suggests that having the express trains stop at several stops inside 128 would be useful to increase access to jobs. For example, perhaps we could have every express train stop at West Newton, and have bus service from the West Newton station to jobs in the Route 128 corridor. Is there any reason to think that Grafton, Worcester, and Springfield residents wouldn't want the option of convenient train service to Route 128 jobs? Perhaps having every express train stop at West Station and every station to the east on the way to South Station would make sense, and perhaps the express trains should only skip Auburndale, Newtonville, Boston Landing, and if it gains a commuter rail platform in the future, Newton Corner.	See Response to Frequently Received Comment #4.
1125	JWeb	6	12/12/2019	Trains	I think that simply trying to have a mix of frequent local and express trains serving South Station is likely challenging enough without reducing the frequency of trains reaching South Station by diverting some of them to the Grand Junction Railroad. I think the best way to provide frequent, efficient service to the Kendall Sq. area would likely involve having a dozen trains an hour in the peak direction stopping at the station between West Station and Back Bay which should not have had its name changed from honoring a racist sports team owner to honoring a slave trader, and running bus service from that station to the Kendall Sq. area which can drop workers off closer to the building where they work than a single Grand Junction commuter rail platform would. This has the advantage of requiring basically no costly infrastructure investment beyond procuring some buses and expanding bus garage space to serve Kendall Sq.	Please see the Response to Frequent Comment #6. Any service to Kendall Square via the GJR or bus would be separate from this Project. This Project would not preclude such service, and it is not anticipated that this Project would divert trains to the GJR.
1126	JWeb	7	12/12/2019	West Station	I think a West Station design which allows every Worcester Line train proceeding to Back Bay the option of efficiently stopping at West Station should be selected; the proposed Back Bay express tracks do not look to me like something that fit in with any reasonable operating plan we should be pursuing. If the Allston Interchange project is going to continue studying an alternative designed to run revenue passenger trains over the Grand Junction Railroad, it should go into detail about what service pattern is proposed, and how many passengers trains headed toward Kendall will be carrying relative to trains headed toward Back Bay.	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
1127	JWeb	8	12/12/2019	GJL	I believe we should eliminate both Soldiers Field Road and the Grand Junction tracks through the throat in order to save money on viaduct construction costs, provide easier access for a potential future bridge from Harry Agganis Way to the Dr Paul Dudley White Bike Path (so that the bridge would only have to cross above one level of Worcester Line tracks and I-90), and to widen the strip of land available to the Dr Paul Dudley White Bike Path and/or allow space for plants between the bike path and Interstate Highway. Additionally, the scoping report discusses substandard road geometry as something to be avoided. My understanding is that adjacent segments of Soldiers Field Road / Storrow Drive likely have substandard geometry which could best be corrected by removing the road and converting the area to recreational open space. Somehow our subway system manages to function with separate maintenance facilities for each colored subway line, and I think having separate north side and south side maintenance facilities for both rolling stock and maintenance of way would make sense; perhaps money saved from not rebuilding a Grand Junction commuter rail connection could be invested in better south side maintenance facilities. The possibility of reconstructing the Harvard Ave / Franklin St pedestrian / bicycle connection as an underpass instead of a bridge to reduce the needed elevation change should be thoroughly explored.	Soldiers Field Road and GJR are both critical pieces of transportation infrastructure. SFR carries approximately 75,000 in average daily travel, and GJR is a critical rail link. As indicated in the Purpose and Need, the GJR is the only connection within the Boston Metropolitan Area between the MBTA's South Side and North Side systems. The GJR provides connections to the MBTA's Commuter Rail Maintenance Facility/Boston Engine Terminal (BET) in Sommerville, which is the MBTA's principal facility for heavy maintenance. CSX also requires GJR access for operations. Elimination of the GJR connection between the MBTA South Side and North Side systems, would require an approximately 100-mile detour to connect the systems. Even if a southside maintenance facility were constructed, it would not replace the BET, and equipment would still need to be transferred to the BET for heavy maintenance. Neither SFR nor the GJR can be eliminated in the Throat. GJR is also being viewed as a potential connection for future service, separate from this project (Please see Response to Frequent Comment #6). The design of Soldiers Field Road and Storrow Drive are in accordance with the parkway design standards of the Massachusetts Department of Conservation and Recreation (DCR), and consequently are not "substandard".
1128	JWeb	9	12/12/2019		If Soldiers Field Road / Storrow Drive is eliminated in the project area, I think the possibility of adding a University Rd on ramp / off ramp to / from I-90 westbound should be explored. Under the BU Bridge, this would probably involve reconfiguring what is currently the two lanes of Soldiers Field Rd / Storrow Dr eastbound to be one lane in each direction connecting the freeway ramp to University Rd, with the connection to the freeway mainline to the west of the BU Bridge. I'd also like to see the project explore the possibility of adding an off ramp and on ramp to I-90 eastbound in the vicinity of St Mary's St. Depending on traffic volumes, perhaps the fourth, right hand lane could be exit only at this ramp, with only three eastbound lanes of I-90 mainline proceeding under the St Mary's St bridge. Depending on the exact geometry of the present freeway, tracks, and what space might be needed for these ramps, perhaps the St Mary's St and Carlton St bridges could be rebuilt with somewhat different geometry than they presently have, and perhaps the tracks could be shifted further south to open up space for these ramps. Perhaps the existing Mass Ave to I-90 westbound on ramp could be replaced with a new on ramp from Newbury St several hundred feet to the west to accommodate a new I-90 westbound off ramp to Newbury St that would be built between Massachusetts Ave and the new on ramp. The goal behind these new on ramps and off ramps would be to better disperse traffic exiting and entering I-90, instead of concentrating it in a relatively small number of places as we have traditionally done, which hopefully would reduce the amount of traffic any one neighborhood next to one of these ramps would deal with. If these ramps are built, appropriate traffic calming should be put into place on adjacent neighborhood streets, ideally in conjunction with 20 MPH Safety Zone signage, especially along University Rd. In exploring whether to build these ramps, potential transit opportunities should be explored; for example, some of these could enable direct Kenmore Sq. Logan Express service.	The project does not contemplate the elimination of Soldiers Field Road/Storrow Drive.
1129	JWeb	10	12/12/2019	ramps	I'd also like to see the project explore the possibility of adding an off ramp and on ramp to I-90 eastbound in the vicinity of St Mary's St. Depending on traffic volumes, perhaps the fourth, right hand lane could be exit only at this ramp, with only three eastbound lanes of I-90 mainline proceeding under the St Mary's St bridge. Depending on the exact geometry of the present freeway, tracks, and what space might be needed for these ramps, perhaps the St Mary's St and Carlton St bridges could be rebuilt with somewhat different geometry than they presently have, and perhaps the tracks could be shifted further south to open up space for these ramps. Perhaps the existing Mass Ave to I-90 westbound on ramp could be replaced with a new on ramp from Newbury St several hundred feet to the west to accommodate a new I-90 westbound off ramp to Newbury St that would be built between Massachusetts Ave and the new on ramp. The goal behind these new on ramps and off ramps would be to better disperse traffic exiting and entering I-90, instead of concentrating it in a relatively small number of places as we have traditionally done, which hopefully would reduce the amount of traffic any one neighborhood next to one of these ramps would deal with. If these ramps are built, appropriate traffic calming should be put into place on adjacent neighborhood streets, ideally in conjunction with 20 MPH Safety Zone signage, especially along University Rd. In exploring whether to build these ramps, potential transit opportunities should be explored; for example, some of these could enable direct Kenmore Sq. Logan Express service.	Evaluation of new ramps from I-90 to Mountfort Street, St. Mary's Street or Beacon Street is beyond the scope of the Allston Project. However, study of the feasibility of adding new ramps at these locations could be pursued as a separate project.

#	ID	Number	Date	Topic	Comment	Response
1130	JWeb	11	12/12/2019		I think it is important for a bus going from Coolidge Corner to Harvard Sq. via West Station (or in the reverse direction) to stop at West Station to let passengers on and off with the bus perpendicular to the West Station commuter rail platform, and it's not clear to me if the current proposal allows that or would force the bus to take a less direct and more time consuming path through West Station. I'd also like to see the project explore the possibility of simplifying the commuter rail platform at West Station to a single island platform, with one side used for each direction, to simplify wayfinding for passengers trying to determine where to wait to board a train.	The bus facilities have been designed to maximize bus capacities and operations, while avoiding conflicts. The Project Team will continue to coordinate with the MBTA on future design details for West Station bus facilities and operations. The layout of West Station has been updated to include a three platform, four track West Station design, which is consistent with MassDOT's Capital Improvement Plan. This layout has been designed for operational flexibility and to ensure that West Station's design would not act as a constraint for future aspirational service. Clear wayfinding for passengers would be developed.
1131	JWes	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Sincerely,	See Response to Frequently Received Comment #8.
1132	JWi	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1133	JWoff	1	12/12/2019		Dear Messrs. McEwen and O'Dowd, As a long-time participant in the process for the I-90 Allston Multimodal Project and former transportation official at state and federal levels, I offer the following comments on the NEPA Scoping Report for the project. NEPA requires description of a preferred project as well as objective consideration of alternatives. The draft scope for the DEIR should reflect that requirement, but it does not. This project is titled "multimodal," but the alternatives identified in the scope do not adequately reflect important non-highway elements, including transit, parkland, river, and facilities for pedestrians, cyclists, and joggers.	See Sections 2 - Purpose and Need and 5.4 - Alternatives Carried Forward of the Scoping Summary Report. A preferred alternative will be identified in the Draft Environmental Impact Statement. The DEIS will include an objective consideration of alternatives and identification of a preferred alternative. "Multimodal" refers to the Project's inclusion of improved transportation infrastructure and connections between motorists, transit users, bicyclists, and pedestrians. The original concept for the project was limited to addressing the viaduct structural needs. West Station, the Franklin Street Pedestrian Bridge, bicycle and pedestrian connections, and the Malvern Street Transitway have been added to the Project to include aspects other than roadway infrastructure. The location of the Project, in proximity to on and off ramps to an interstate, make it an ideal location for a multimodal hub at West Station.
1134	JWoff	2	12/12/2019	rail	The following alternatives, of assumptions and facilities, should be added to the scope, because they affect highway and other immediate design issues identified below: 1. Transit modeling estimating future demand should reflect Rail Vision 5.5 as approved in November 2019 by the MBTA Fiscal Management and Control Board. This option includes commuter rail service on the Worcester line at 15-minute intervals, as well as transit shuttle service from West Station to Kendall Square in Cambridge and North Station. Estimating future demand based on this set of policy objectives will have direct impact on the design of West Station as well as the Grand Junction crossing of both Soldiers' Field Road and the Charles River. These elements need to be accommodated in preliminary designs for West Station and its service lines, all of which will affect the design of roadways and track layout in the immediate area. 2. The assumption that the MBTA must have specified space and tracks for layover of commuter rail cars within the Allston project needs to be reexamined because that assumption has direct and immediate impact on the track layout in the West Station area, which in turn affects the ability to provide future 15-minute service and important parkland/pathway improvements. This assumption appears to preclude the important physical alternative of a park and ped/bike path south of the rails, a high priority of Allston residents. Alternatives for layover facilities need to be addressed on a region-wide basis to see if modifications are possible in other potential layover sites in Readville and elsewhere to minimize such space in the Allston project area.	See Responses to Frequently Received Comments #1, #4 and #11.

#	ID	Number	Date	Topic	Comment	Response
1135	JWoff	3	12/12/2019	bike/ped access, Agganis Way, GJL	3. Alternatives need to be developed to accommodate the creation of ped/bike paths on two bridges from Agganis Way and from the BU Bridge to the Paul Dudley White path by the Charles River. These paths/bridges should be a specific element in the project and not simply a future possibility. Detailed design consideration of these bridges needs to be developed now because they affect specific design of both the Turnpike and Soldiers' Field Road, both of which will have to be crossed. 4. Design of two Grand Junction bridges – one across Soldiers' Field Road and one across the Charles River – need to be part of this project. Both bridges must be for two tracks, and the bridge over the river needs to include pathways for peds/bikes as well. Building both as part of the I-90 project is cost-effective since Grand Junction service will be suspended during part of the construction period.	See Responses to Frequently Received Comments #2, #4, and #6.
1136	JWoff	4	12/12/2019	bike/ped access River Street Bridge	5. Alternatives need to be developed to provide an underpass for cyclists, walkers, and joggers under the River Street Bridge on the Boston side of the Charles River. The rehabilitation of this 94-year-old bridge over the river is currently unfunded and apparently not a high priority of the state, even though its reconstruction is an urgent focus of the City of Cambridge. Now is the time to provide a feasibility analysis of options for such an underpass because the River Street Bridge over Soldiers' Field Road will be substantially modified as part of the I-90 project. Providing such an underpass would make possible the continuation of the dual-pathway system being planned for the expanded parkland resulting from the westward relocation of Soldiers' Field Road in the Harvard area, since cyclists and joggers could choose to get to the other side of River Street by using the underpass while walkers could choose to do so at an improved at-grade-crossing. It is cost-effective to examine this alternative now even if the bridge rehabilitation is a separate, future project. 6. The assumption, stated at a recent Task Force meeting, that future rainfall and possible flooding is being predicted solely based on past data, not taking into account the future impact of climate change. We know dramatic changes in rainfall and river flow are expected in the future. Such forecasts need to be taken seriously because they directly affect the location, size, and nature of storm-water runoff design for Soldiers' Field Road, the Turnpike, and the new street grid planned in the project area.	MassDOT understands this ped/bike underpass has been conceptually studied but it is outside the scope the this Project. However, it is not precluded from being constructed in the future.
1137	JWoff	5	12/12/2019	river fill	1. One or more alternatives need to be developed to explore ways to restore the edge of the Charles River from its current man-made dangerous and degraded condition by adding some fill to the river. A restored river edge should include adequate pathways, parkland, storm-water retention, riparian habitat, water sheet, and natural transition from land to water. This is a relatively wide part of the Charles River, as well as quite shallow. For years, advocates have asked for the development of such alternatives, but these requests have been denied on the ground that state regulations will not permit any permanent fill in the river. This answer is unsatisfactory. There is currently no specific plan to add fill of one foot, five feet, or 50, because no plans have been sketched. Only when such alternatives are developed – in collaboration with river, boating, and parkland advocates – can there be an analysis of whether the environmental benefits that would ensue are important enough to overcome perceived regulatory obstacles at the state level. Indeed, federal laws, including the provisions of Section 4(f) of the DOT Act, require the development of such alternatives as part of the effort to undertake "all possible planning" to minimize environmental harm and maximize environmental benefits. The scope for the environmental review of this billion dollar project deserves to live up to its "multimodal" name by including analysis of the above alternative assumptions and facilities. The inestimable value of this area of the Charles River Basin, as well as the long-range transportation needs of the region, require no less.	See Responses to Frequently Received Comments #2 and #3.
1138	JWoff	6	12/12/2019	River Street access	Please include in the comments on the NEPA Scoping Report the following excerpt from the letter from Henrietta Davis to Mike O'Dowd on September 11, 2019: "Feasibility of Underpass under River Street Bridge. Now is the time to develop the feasibility of an underpass for walkers, bikers, joggers, and others under the River Street Bridge on the Boston side of the Charles. Such an underpass is part of a long-range system improvement in the pathway system so that there can be a continuous path from the Longfellow Bridge to the Eliot Bridge without the need to cross car traffic. While its construction is not part of the I-90 project, its feasibility and preliminary design should be developed now so that highway design in the River Street area provides maximum opportunity for the underpass to be built in the future."	MassDOT understands this ped/bike underpass has been conceptually studied but it is outside the scope the this Project. However, it is not precluded from being constructed in the future.
1139	JY	1	12/12/2019	staging, shoreline, construction alt analysis, mitigation	Dear Allston I-90 Project Team, As a current resident of Boston who previously resided in Cambridge, I am writing to give a few comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. This is once-in-a-lifetime project that offers the potential to greatly improve the health and accessibility of the Charles River and its parks, at the same time as improving regional transportation. Unfortunately, MassDOT's current plans to date fall short of serving these opportunities. I am dismayed that the plans include constructing, even temporarily over the Charles River. A 10 year temporary structure tends to become permanent and would pose serious threats to the river. I urge you to look further into options for a roadway that would meet the objectives outlined in Senator Brownsberger's December 11th letter and include the following: • A restored Charles River shoreline and improved parkland and paths along the river's edge. • An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river. • Reduction of congestion and increases service in the area for all modes of travel. Thank you for the opportunity to become involved	See Responses to Frequently Received Comments #2, #8, and #9.

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1140	JYas	1	12/12/2019	staging, river impacts	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am an active user of this section of the Charles River as I am a rowing member of the Riverside Boat Club. As I understand it the current proposal for this project would put a substantial section of roadway over or on a large section of the river across from Magazine Beach. This would substantially degrade the use of the river there, and have significant negative environmental impacts on the river in terms of fish habitat, toxic metals released, and algae blooms. I believe there was an earlier plan which did not put a roadway over the river, and I most strongly request that you reconsider and implement that plan.	See Response to Frequently Received Comment #8.
1141	JZ	1	12/8/2019	Parkland, River Impacts	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am a rower on the Charles out of the Riverside Boat Club and would wish to avoid the construction of a 4 lane roadway over the Charles River for a decade. I would be in favor or maintaining and improving the riverway design to include the following considerations: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2, #8, and #9.
1142	JZ	2	12/8/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1143	JZ	3	12/8/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1144	JZ	4	12/8/2019	Staging, river impacts	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1145	JZ	5	12/8/2019	Parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
1146	JZ	6	12/8/2019	rail/transit, West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1147	JZ	7	12/8/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1148	JZ	8	12/8/2019	Transit, trains, buses	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail. Thank you very much for your consideration of this request,	See Response to Frequently Received Comment #9.
1149	JZie	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1150	KGro	1	12/12/2019	staging, river impacts	Please don't encroach on the Charles River to build this interchange. That section of the river bike path is critical to commuters and to recreationalists. It already is extremely narrow. Any adjustments to the area should be in expanding the green-space. Thank you!	See Responses to Frequently Received Comments #2, #8, and #9.
1151	K.La	1	12/12/2019	River users' impacts, pollution, river impacts, staging	Dear Mr. O'Dowd, I am the parent of a child that comes into contact with the water in the Charles River every day during the summer as a sailor in the Community Boating program. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1152	KMo	1	12/12/2019	West Station, Franklin St Bridge, Agganis, layover, buffer park, mitigation	To Mass. DOT concerning the comments above: I would like to advocate you adopt the following suggestions: 1. instruct the West St, station early with 4 tracks; 2 for service to Kendall and North Station and 2 for Worcester. 2. Make a SAFE walk/bike crossing connecting N. And S. Allston at Franklin Star. 3.Footbridge at Agganis Way connecting BU and the south to Charles River paths. 4. Move tracks from Wadsworth St. homes and connect Allston Village and West Station via a new buffer park to paths on both sides of the river. 5. Avoid train storage tracks or tracks bypassing West Station that limit service to West Station. 6. Dedicated bus lanes on Mass Pike and new city streets 7. Upgrade the Worcester line for better service during and after construction. It is a commuter city! 8. Plan to increase all rail and bus service during construction. 9. Choose construction plan least destructive to river and environment and traffic flow.	See Responses to Frequently Received Comments #1, #4, #7, and #9.
1153	KO	1	12/12/2019	multimodal, parkland	I work at BU, and commute there by bike every day, for many years from Brookline and now from Somerville via the BU Bridge. Many of my co-workers would use the new trains station as well. This is a once in a lifetime opportunity to dramatically improve the bike, train and pedestrian experience in a part of Boston that is currently torn in two by the Pike as a wall. Give serious consideration to the Boston Cyclist Union suggestions, especially connections from BU across to the new Yards and on to/from the River and beyond. There is plenty of room to expand some parkland into the River in the Throat as well (the current shorelines are not natural in any sense). Let's make this a special part of Boston, with safer, green transport.	See Section 2 - Purpose and Need of the Scoping Summary Report. Multimodal access within the Project Area is a major element of the Project's purpose and need. Further, the Project would provide or allow for connections from the Allston, Brighton, Brookline, and Boston University neighborhoods to the Charles River Reservation, and upgrade the PDW Path to provide a two-way pedestrian and bicycle facility.
1154	KSm	1	12/12/2019	mitigation, rail, Franklin St Bridge, People's Pike, bus lanes	I am writing with several concerns with the proposal for the I-90 Allston project. As an Allston resident, this will have major impact on me and my family for many years to come. This is a project I have been actively following for years, and I hope you will consider the following points. 1. Significant upgrades to public transportation are needed immediately. This includes improvements to current transit, and early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station.) Worcester Line upgrades for more frequent and reliable service both during and after construction is critical. 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston. This should be a preferred walking route, and it could be if properly designed. The current bridge is unsatisfactory and a poor choice for pedestrians and bikes. The proposed switchbacks do not meet reasonable expectations for pedestrian and bike access. 3. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. This neighborhood is grossly underserved in terms of green space and this would be some mitigation as well as improving the walkability for this area. 4. Dedicated bus lanes on new city streets and the Mass Pike to make public transit more appealing and ease congestion. I am quite concerned about the impact of the proposal to build into/over the Charles River, and urge you to address the environmental concerns raised by many others who have been actively engaged in this design process.	See Responses to Frequently Received Comments #4, #7, #8, and #9.
1155	KW	1	12/12/2019	West Station, railyard, FSB, Agganis, buffer park, transit mitigation	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As you know, this project will have a major effect on our region. The City of Boston and Massachusetts have committed to reducing emissions to combat the climate change crisis. We should not give any considerations to creating or maintaining a diesel railyard. A West Station with 4 tracks must be prioritized as an early-action item. Land use must be prioritized for an electric bus depot to support expanding bus use and access in the transportation system. We also need a safe pedestrian and bike crossing at Franklin Street to connect North and South Allston as well as a footbridge at Agganis Way to connect people to the Charles River paths. I also support a buffer park for walking and biking between the train tracks and Wadsworth Street. There shouldn't be layup tracks for train storage and no tracks that bypass West Station which could limit how often trains could stop at West Station. We need to incorporate dedicated bus lanes on new city streets and the Mass Pike. During construction and after, there should be more frequent and reliable service on the Worcester line as well as expanded bus service to encourage mode shift. All measures possible should also be taken to protect the Charles River and surrounding parkland during construction and after. Thank you for the consideration	See Responses to Frequently Received Comments #1, #2, #4 and #9.
1156	KAG	1	12/7/2019	Parkland	Dear Allston I-90 Project Team, We are long-time members and supporters of the Charles River Watershed Association. We are also committed bicyclists who commute to Cambridge and Boston from Newton. We urge you to consider these points below as top priorities as you get ready to undertake your huge, impactful project: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2 and #9.
1157	KAG	2	12/7/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1158	KAG	3	12/7/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
1159	KAG	4	12/7/2019	Staging	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1160	KAG	5	12/7/2019	Parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
1161	KAG	6	12/7/2019	West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1162	KAG	7	12/7/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1163	KAG	8	12/7/2019	Transit, trains, buses	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1164	KaS	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1165	KB	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1166	KBrow	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. Noise pollution is of great concern as well. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1167	KBu	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1168	KC	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1169	KCh	1	12/12/2019	Staging, River impacts, river users impacts	I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including (1) disruption of sediment that may be contaminated with heavy metals and toxic chemicals, (2) increased stormwater runoff leading to more toxic algae blooms, and (3) harm to the aquatic ecosystem, including fish, birds, and wildlife. Not only that, but navigation on the Charles between River St. and the BU Bridge will be negatively affected -- the equivalent of a construction project putting trucks, cars, bikes, and pedestrians on the same two-lane road. Many of these impacts will last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. We have no assurance that remediation will be done afterward, as this will depend on a different set of administrators and a different budget. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. We want the solution that has been determined to have the least detrimental effect on transportation and the Charles, and the viaduct option hasn't been shown to be that option.	See Response to Frequently Received Comment #8.
1170	KCT	1	12/11/2019	West Station, river impacts, ped/ bike access	West Station: Please construct this station NOW. Harvard will contribute to it. It is desperately needed. Putting it off seems penny wise but pound foolish. It actually seems crazy. Charles River: MUST provide good, safe, beautiful access for people to the Charles River. Again, dumb not to do that now. Plans fall short in this arena so far. I understand that this interchange needs work, and I am perfectly comfortable with the fact that cars are here to stay. But once again, this project still has favored the car over public transportation and the environment and pedestrian and bicycle access. Please get your. minds into the 21st century. Thank you for your attention.	See Responses to Frequently Received Comments #2 and #7.
1171	KD	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1172	KDe	1	12/12/2019	staging, river impacts, trestle pollutants	I do NOT support the intent of the I-90 Multimodal Project – currently there is safe river access at Magazine Beach. The area of proposed parkland along the southwest shoreline of the Charles River is an ill-thought out and positioned place for river access and parkland. The current proposed plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10-year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: 1) In MassDOT's proposed construction staging plan, contractors would replace a 1/2 mile stretch of existing natural riverbank with metal sheet piles. This will be a significant disturbance to the river and adjacent and associated wetlands. 2) MassDOT's current plan would require significant sections of the river to be filled. Section 404(b) of the Clean Water Act states that Waters of the United States like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." The proposed temporary bridge is not the practicable alternative to the project and the proposed fill would constitute significant degradation to the stream bottom and alter fish habitat. This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. 3) Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. 4) Icing of the temporary bridge may also constitute a significant safety concern for motorists during the winter months. There appears to be little room on the proposed temporary bridge to deal with accidents and the traffic that may be created by such events. Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. MassDOT Highway need to identify a better way for the construction sequencing that poses less harm to the Charles river, which is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.
1173	KDup	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, As an avid rower and fisherman, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. I row on that stretch of the river 3-4 days per week, and fish on the river almost weekly with my 10 year old son. This project will have a MAJOR impact on our river activities! Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1174	KF	1	12/8/2019	Parkland, river impacts	Dear Allston I-90 Project Team, Thank you for your hard work. Below are my comments on MassDOT's project plan for the Mass Pike Allston Interchange project. As a Cambridgeport neighbor, and a frequent user of that interchange, and of the surrounding open space, bike, pedestrian, and vehicle facilities, I strongly encourage you to consider design alternatives that do not require relocating Soldiers Field Road into the Charles River, a significant detriment to the neighborhood, and a potential environmental risk to the river. In addition, this Project presents numerous once-in-a-lifetime opportunities for the immediate area, and I hope that you will choose to take advantage of these, so that your planning will leave behind a legacy of improvement that will outlive all of us: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2, #8, and #9.
1175	KF	2	12/8/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1176	KF	3	12/8/2019	Ped/ bike access	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1177	KF	4	12/8/2019	Parkland, trains	4. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live nearby.	See Response to Frequently Received Comment #4.
1178	KF	5	12/8/2019	West Station, trains, transit	5. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. Thank you for your kind consideration	See Responses to Frequently Received Comments #1, #4 and #7.

#	ID	Number	Date	Topic	Comment	Response
1179	KH	1	11/7/2019	Transit	Thank you very much. Appreciate you having the meeting here. I also want to welcome my colleague from the 11th Worcester district Representative Hannah Kane. Thank you for all your work on this project. I've had the privilege of testifying on this both in writing and at public forums with my colleagues Senator Ross Berger, Representative Moran, and Mark Ciommo, a City counselor. And one of the issues we've always prioritize as West street station, you mentioned that we have a 150,000 cars coming through our neighborhood here through Allston and Brighton and there is so much more development, obviously proposed once the turnpike I-90 is straightened out. So, it's going to be a lot more people working in this area, living in this area. So, it's pretty critical, as Secretary Salvucci would tell you to upgrade public transit in our neighborhood. We're also very excited about the opportunities along the Charles River, the park, the path, and those locations would be a tremendous benefit for our community. But again, with all those cars coming through our neighborhood and the capacity for more cars to come through with the additional development, we'd really like to see some mass transit improve in the area, with the West Station. Thank you so much.	See Response to Frequently Received Comment #9.
1180	KHost	1	12/10/2019	West Station	Hello! I am emailing to register the following comments on this project. There are a number of aspects of the project that I take issue with. These include: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Response to Frequently Received Comment #4 and #11.
1181	KHost	2	12/10/2019	River access	2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
1182	KHost	3	12/10/2019	Ped/ bike access	3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking	See Response to Frequently Received Comment #4.
1183	KHost	4	12/10/2019	Pollution	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration	See Response to Frequently Received Comment #1.
1184	KHost	5	12/10/2019	Staging	5. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
1185	KHost	6	12/10/2019	West Station	Instead, I would like to see included in this project the below items: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1186	KHost	7	12/10/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1187	KHost	8	12/10/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1188	KHost	9	12/10/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1189	KHost	10	12/10/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
1190	KHost	11	12/10/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1191	KHost	12	12/10/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1192	KHost	13	12/10/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1193	KHost	14	12/10/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
1194	KHua	1	11/7/2019	tunnel	Hello! I am resident of Charlestown. I suggest that we should bury the highway at the neck area near BU because it is such a small space to fit in various modes of transportation. We can add more rail tracks for commuter rail and Amtrak and High-Speed Rail and more park space if we do just that.	See Sections 5.2 and 5.4 of the Scoping Summary Report. Several Throat Area options under the 3L Re-alignment Alternative propose similar designs to what has been proposed.

#	ID	Number	Date	Topic	Comment	Response
1195	KJohnd	1	12/10/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1196	KJohns	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1197	KK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1198	KM	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1199	KMac	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1200	KMar	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. It has taken many years to restore the Charles River. Let's not risk its health with this plan.	See Response to Frequently Received Comment #8.
1201	KMcCab	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1202	KMcI	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am writing this email to express my concern about the MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Moreover, and more important, environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these environmental impacts are very likely to last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1203	KP	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1204	KR	1	12/7/2019	Parkland, Agganis Way, Pollution	Mr. McEwen and Mr. O'Dowd As a 20- year resident of Brighton Center who depends on the MassPike to commute daily (M-F) to downtown Boston, I write to support and strongly reinforce the comments below provided below by community task force members who have followed the proposals closely. My 5-mile commute on the 501 'Express" bus takes 50 minutes on a good day; this past week one day it was 90 minutes. During that ride I was fortunate to have a seat. At least a dozen of my fellow passengers had to stand for the entire crawl. What incentive is there for commuters to put up with this?? The Mass Pike should absolutely have a dedicated bus lane. I agree with all of the recommendations and requests. Our neighborhoods need better access to high quality transit, and to the river. I'm sure my commute will be negatively impacted by this project for years. Sound barriers exist all through Newton. Where are they for Allston and Brighton?? The construction impacts of this project on the Allston neighborhood will be significant. Please consider the requests below to help mitigate them, and to improve the quality of life for residents. We ask that MassDOT be required to study the following: 1. A new buffer park with a walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4 and #9.
1205	KR	2	12/7/2019	Ped/ bike access, Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave with the Charles River paths	See Response to Frequently Received Comment #4.
1206	KR	3	12/7/2019	Ped/ bike access	3. A new design for a bike and ped I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive, without hairpin turns	See Response to Frequently Received Comment #4.
1207	KR	4	12/7/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1208	KR	5	12/7/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used by trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
1209	KR	6	12/7/2019	Bypass Road	6. A Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
1210	KR	7	12/7/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
1211	KR	8	12/7/2019	Highway Lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
1212	KR	9	12/7/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project	See Response to Frequently Received Comment #9.
1213	KR	10	12/7/2019	Transit, Trains, Buses	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
1214	KR	11	12/7/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1215	KR	12	12/7/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service, and revise plans to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
1216	KR	13	12/7/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project to allow passenger rail between West Station and Kendall Square.	See Response to Frequently Received Comment #6.
1217	KR	14	12/7/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
1218	KR	15	12/7/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The length of this list suggests how dangerously inadequate current designs are for this massive project. The many adverse impacts on our community threaten to render incalculable harm, but with thoughtful redesign, present and future neighbors in North Allston and other frontline communities could be beneficiaries of this project.	See Response to Frequently Received Comment #9.
1219	KSA	1	12/12/2019	economic development, regional transportation	Dear Administrator McEwen; Thank you for the opportunity to comment on the Allston I-90 project NEPA Scoping Report. The Kendall Square Association represents the epicenter of the global innovation economy. Boasting an active and diverse community of over 30 sectors from life sciences to technology and research, Kendall is the most innovative square mile on the planet. The Allston I-90 project is an opportunity to transform our transportation system and secure everyone in the Commonwealth's ability to access jobs and opportunity in Kendall. For Kendall Square the potential of this project lies in creating critical new multi-modal connections through West Station. Our comments below reflect our desire to realize this potential so we can continue to catalyze economic growth in our region.	See Section 2 - Purpose and Need of the Scoping Summary Report. Multimodal access within the Project Area is a major element of the Project's purpose and need.
1220	KSA	2	12/12/2019	West Station, regional rail	1.) Ensuring Robust Service from West Station to Kendall and beyond: In Transport Kendall: Actions to Transform Mobility, a report resulting from a collaboration among MassDOT, the City of Cambridge, and the Kendall Square Association, three transportation infrastructure priorities for the future of Kendall Square were identified, including the development of a multi-use path alongside two track service on the Grand Junction. That same report highlights that 42% of all jobs in Cambridge are located within a half mile of the Grand Junction, proving that adding a transit connection on this line will ease pressure on the central subway system and move people directly from where they live to where they work. West Station will be the multi-modal hub that facilitates these new connections and it is critical to its success that the station provide ample bus connections and accommodate four tracks within the station itself. This will enable frequent service on the Worcester Line, an easy transfer to service to Kendall Square as well as two tracks to run to Kendall and beyond. People in Middlesex and Worcester Counties have waited too long for reliable and frequent rail service into the city. West Station is a critical new node that must be built with an eye to the future not a nod to the past.	See Responses to Frequently Received Comments #4 and #6. West Station is envisioned as a multimodal hub, and the updated four track, three platform West Station layout has been developed to ensure that West Station's design would not act as a constraint for future aspirational service. Please see the Responses to Frequent Comments # 4, 6 for additional details. The Project would not preclude a multi-use path alongside two track service on the GJR outside the Project Area, such as in Cambridge. Any such modifications to the GJR outside the Project Area would be separate from this Project.
1221	KSA	3	12/12/2019	Electrification of Commuter Rail	2.) Electrification of the Commuter Rail: One of the topics explored in the Rail Vision planning process was the electrification of urban rail. Electrification provides numerous benefits, not the least of which is a pollution free transit system at the point of use. We believe strongly that service on the Grand Junction should be electrified. 3.) Repairing the Charles River Two Track Rail Bridge: During the course of construction for the Allston I-90 project, freight service on the Grand Junction will be suspended for a number of years. This provides a unique opportunity to reconstruct the two track rail bridge that currently spans the Charles River without disruption that would result if the project is pursued later. Advancing this reconstruction is critical to ensuring that a full service West Station is operational as early as possible.	See Responses to Frequently Received Comments #4, #6 and #9. Constraints to electrification exist elsewhere in the system. The updated four track, three platform West Station layout has been developed to ensure that West Station's design would not act as a constraint for future aspirational service.
1222	KSA	4	12/12/2019	mitigation of construction impacts, transit	4.) Mitigating Construction Impacts on Commuters: The Scope of this project and the scale of its impacts demand a transit oriented mitigation plan as an essential part of the planning process. In Kendall Square those impacts will be felt most by the thousands of employees who are commuting every day from the West to contribute to our growing economy. The mitigation plan should include a strategy to manage the reduced capacity on the Mass Pike during construction by providing improved transit service and increasing parking capacity at Commuter Rail stations where parking lots are often filled before 7:30 a.m.	See Response to Frequently Received Comment #9.
1223	KSH	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1224	KSom	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I am a 40 year user of the Charles. It is an environmental gem of Boston and deserves our utmost care and protection.	See Response to Frequently Received Comment #8.

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1225	KSpar	1	12/6/2019	Transit, West Station	Please consider alternatives to the design in order to: Emphasize the importance of public transportation in Boston and Cambridge. Over-index for our students, our impoverished, our earth-friendly, eco-minded, community-engaged individuals. NOT the drivers of luxury SUVs taking the ramps to the highway, even though there they pay a toll. Sure, a tolls is income the state needs. Sure. What do we need in Boston and Cambridge? Ask Harvard, MIT, BC, BU: I'm sure they're in the room. Restore the river shoreline. Make Franklin Street safer. Improve foot bridges and pedestrian access in general in our city. Add a park if we can, wherever whenever we can: Our EARTH needs this. We need this. Accelerate and make more effective the West Station construction.	See Responses to Frequently Received Comments #2, #4, #7 and #9.
1226	KSul	1	12/11/2019	River impact, river users impacts	I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I understand that the plan calls for a temporary relocation of the Soldiers Field Road into a region that is currently part of the river. I hope this temporary road can be built without impinging on the waterway. Rowing has exploded over the last 20 years, and rowing traffic on the Charles River is at an all time high. Thousands of boats are out on the water daily. Managing that traffic has become very serious business after one fatality (rower v. coaching launch), one impalement (rower v. eight oared shell) and countless other accidents. Given the amount of boating traffic on the river, we are fortunate that there have not been more serious accidents. I should also note that there are many other boaters utilizing the river as well, though rowers have the distinction of traveling backwards, making obstacles and 2 way traffic a bit more tricky. Your plan proposes to put a rather large obstacle in the river, pinching that 2 way traffic. Now, due to its location on a wide corner, there is some room to spare. But make no mistake, your bridge, as proposed, will have dramatic impact on the river. My specific concerns are as follows	See Response to Frequently Received Comment #8.
1227	KSul	2	12/11/2019	River impacts	placement of this bridge over the water sheet. It needs to be as close to the river bank as possible, to take up as little of the water sheet as possible. As the sport grows, and water traffic grows, that location will get more dangerous each year. Keeping the new roadway as close to shore as possible, and for the shortest distance possible, is critical.	See Responses to Frequently Received Comments #8 and #9.
1228	KSul	3	12/11/2019	Highway lanes	width of the new roadway. Can it be narrowed? Storrow Drive is a parkway. Drivers routinely top 50mph on it, but they should not. Narrowing the new roadway (further restricting its impact on the water sheet) is one way to slow folks down to the actual speed limit, or even slower.	See Responses to Frequently Received Comments #8 and #9.
1229	KSul	4	12/11/2019	River users impacts	careful placement and lighting of construction barges. We have had several projects on the river in recent years, and barges have been a huge issue. At the beginning of each project, we are assured that the contractors understand that the river is used shore to shore, that barges must be lit, at or near the waterline, on all corners, and need to be parked in a location where they do not pose a hazard. And every time, a barge is left floating on its own where a boater hits it. Rowers are out before dawn and after dusk. Barges are a significant hazard. Ideally, they should be parked behind an existing bridge abutment or in a location worked out with CRAB that is then broadcast tot he boating community. We are very fortunate that someone has not been seriously hurt on one of DOT's bridge projects already. All barges should be lit on all corners	See Response to Frequently Received Comment #8.
1230	KSul	5	12/11/2019	River users impacts	the length of time that this bridge will be in place will become more and more of a problem, as the sport of rowing grows. The Charles River is a magnate for serious racers. Dozens of people train daily on the river to make Olympic teams. Thousands are working to win collegiate events, or with a high school team trying to earn a recruited spot on a college team. The number of rowers has grown every year, and we can anticipate that trend will continue. What assurances can you make that the bridge will come down once your project is done	See Responses to Frequently Received Comments #8 and #9.
1231	KSul	6	12/11/2019	Pollution	The river is silting up. Will there be any maintenance during your construction that ensures that sand bars will not form around this new bridge, further impacting the waterway?	See Responses to Frequently Received Comments #8 and #9.
1232	KSul	7	12/11/2019	River impacts	I understand that this is a complicated project. But safety should not be compromised because it is easier to build a straight roadway than one curved to follow the river. Narrow the lanes, build it as close to the shoreline as possible, use responsible construction practices that won't break boats and injure athletes, and make sure that the bridge does not inadvertently add to the shallowing of the river. And promise, in writing, that the bridge will be removed as soon as the project is finished. Thank you for your time and attention to my concerns	See Responses to Frequently Received Comments #8 and #9.
1233	KW	1	12/9/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1234	KW/BCHigh	1	12/12/2019	construction staging, alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, why this trestle is necessary in the first place the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, alternative configurations intended to minimize the structure's intrusion into the river a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1235	LFitz	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Lauren Fitzgerald, Ipswich River Watershed	See Response to Frequently Received Comment #8.
1236	LKe	1	12/12/2019	river impacts, river user impacts, construction alt analysis	I am writing concerning the 1-90 multimodal project Notice of Intent (NOD of a proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's anticipated ten-year construction period. Unfortunately, as presented, the proposed trestle bridge would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach. The rowing and boating communities are very interested and concerned about the I-90 plan to put a bridge over the river which extends out 150 feet into the channel. Charles River Alliance of Boaters (CRAB) and the Charles River Conservancy have requested the designers to reconfigure the bridge to hug the shoreline in a close curve to minimize encroachment on the river. Additional concerns are: o Any narrowing of the river dramatically affects river traffic safety • Safety impact of construction barges, lighting • 10 years is not "temporary" Environmental impact of bridge supports causing river sediment to accumulate • Lights from automobile traffic affecting river user visibility before dawn and after dark • Noise and light pollution. The NOI fails to: • provide a plan of the proposed trestle element, • set out its purpose and why it is needed; • present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; and to • identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach. I would like to add my voice to request that the Draft Environmental Impact Statement scope require that MassDOT: • address each of these elements, • develop options that would limit and mitigate temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, and • provide a thorough evaluation of the impacts of each alternative on both.	See Responses to Frequently Received Comments #8 and #9.
1237	LKe	2	12/12/2019	trestle alternatives, river users', construction impact analysis, river impacts	MassDOT should be required to conduct three process. First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on Magazine Beach. The alternatives should include but not be limited to extending the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the distance the viaduct would be from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required. Second, MassDOT should work with the Charles River Alliance of Boaters as well as the Charles River Conservancy to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them. Third, having established a clear understanding of the river's use, MassDOT should evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on the public's enjoyment of Magazine Beach. The scope of the environmental assessment of the I-90 project must include the elements set forth above if it is to insure that it is carried out with the least possible negative impact on the metropolitan area park and recreation system's central feature, the Charles River Reservation. We look forward to working with MassDOT to achieve this outcome.	See Response to Frequently Received Comment #8.

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1238	LKu	1	12/12/2019	river impacts, construction alt analysis, river users impacts	I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, • why this trestle is necessary in the first place • the alternatives that were considered before selecting the proposal and the reasons for discarding those alternatives •the impacts to be anticipated from the proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, the environmental review must include, • alternative configurations intended to minimize the structure's intrusion into the river • a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact. I am a long time resident of Allston and have been an avid user of the bike paths and river for 30 years. Please listen to us.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1239	LLa	1	12/12/2019	river impacts, construction alt analysis, river users impacts	I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, • why this trestle is necessary in the first place • the alternatives that were considered before selecting the proposal and the reasons for discarding those alternatives •the impacts to be anticipated from the proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, the environmental review must include, • alternative configurations intended to minimize the structure's intrusion into the river • a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1240	LAbr	1	11/27/2019	Ped/ bike access	To whom it may concern, I urge you to reconsider the Franklin St footbridge with 4 switch backs. This is a critical connection for people walking and biking and is already heavily used by commuting cyclists, including myself. A straight footbridge is a better, safer choice.	See Response to Frequently Received Comment #4.
1241	LaRan	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1242	LAyr	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1243	LB	1	12/9/2019	trains, transit, West Station	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am a Brookline resident (who has lived in Lower Allston and worked in Cambridge, Newton, and Brookline over the last decade. The I-90 project and the potential for associated transit improvements are important and exciting aspects of imagining my life in the area for decades to come. However, I am concerned that this still remains a highway-first project. For people who will live, work, shop, and play in the area, the latest MassDOT plans are concerning in that they do not reflect the desire for a livable neighborhood, a reconnection of Upper and Lower Allston, and further segmentation of Brookline from both the River and the potential for frequent and fast rail through West Station. To that end, 1. The construction of West Station should be accelerated, and the design should include four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. Additionally, in the current proposal, trains at West Station are projected to run once an hour, nowhere near frequent enough to improve on-time performance and reliability.	See Responses to Frequently Received Comments #1, #2, #4 and #7.

#	ID	Number	Date	Topic	Comment	Response
1244	LB	2	12/9/2019	Ped/ bike access	2. The need for express tracks at West Station seems dubious at best given the recent commitment for frequent regional rail service across the system.	See Responses to Frequently Received Comments #4 and #11.
1245	LB	3	12/9/2019	Agganis Way, Ped/ bike access	3. In the current plan there is a new Franklin Street Footbridge being designed with four switchback hairpin turns, which are unsafe for walking and biking. Instead, a safer option should be designed to connect North and South Allston.	See Response to Frequently Received Comment #4.
1246	LB	4	12/9/2019	Ped/ bike access, transit, West Station	4. In addition, a footbridge at Agganis Way should be added to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1247	LB	5	12/9/2019	transit, West Station	5. Instead of building a new train storage rail yard directly next to the Wadsworth Street neighborhood, which will decrease quality of life for those who live there, a park and multi-use path should be built as a buffer between the neighborhood and the tracks.	See Responses to Frequently Received Comments #1 and #4.
1248	LB	6	12/9/2019	buses, Mass Pike, Transit	6. Dedicated bus lanes should be included on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1249	LB	7	12/9/2019	trains, transit	7. There are currently no plans to offer additional commuter rail or bus service during the construction period. In order to reduce disruption, these services should be significantly increased, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1250	LBaig	1	12/17/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1251	LBog	1	12/10/2019	river users impacts, staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I would like to strongly voice my opposition to the possible relocation of Soldier's field road into the Charles river. I am an active rower on the Charles River and have been for the 11 years that I've lived in and around Boston. Shifting the position of the road, and the equipment required to do it, would be both a nuisance and potentially dangerous to rowers and boaters using the river. The proposed location of the "temporary" roadway would further compress boat traffic in what is already a natural choke-point on the river. The BU railroad bridge already has just two, narrow, east-bound archways; further restricting boat traffic would create an even more significant bottle-neck, particularly in the spring and fall, when many local high schools are also out on the river for rowing and sailing. In addition, the construction in the river itself will disrupt one of Boston's most famous annual events; the Head of the Charles. Every year, thousands of competitors from all over the globe travel to Boston to compete, and the event also draws an additional quarter million spectators. The Charles river basin is a crucial staging area for competing crews, as well as the state police patrol boats, and on-call paramedics who are crucial to ensuring that the event is able to run safely. Please consider an alternative solution for the temporary roadway.	See Response to Frequently Received Comment #8.
1252	LC	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1253	LCara	1	12/10/2019	River impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.
1254	LCara	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
1255	LCed	1	12/7/2019	Parkland, Agganis Way, Pollution	As a resident of the Allston-Brighton Community, I STRONGLY support the issues for further study as identified by members of the Allston-Brighton community. Their rationale speaks for itself and for those of us who are residents. These items as listed are: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Response to Frequently Received Comment #4.
1256	LCed	2	12/7/2019	Ped/ bike access, Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
1257	LCed	3	12/7/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
1258	LCed	4	12/7/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1259	LCed	5	12/7/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
1260	LCed	6	12/7/2019	Bypass Road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
1261	LCed	7	12/7/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
1262	LCed	8	12/7/2019	Highway Lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
1263	LCed	9	12/7/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.
1264	LCed	10	12/7/2019	Transit, Trains, Buses	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comment #9 and #10.
1265	LCed	11	12/7/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.

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1266	LCed	12	12/7/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
1267	LCed	13	12/7/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
1268	LCed	14	12/7/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
1269	LCed	15	12/7/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
1270	LCha	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1271	LDoy	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1272	LEls	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1273	LeRan	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1274	LFitz	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1275	LFraz	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1276	LGR	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1277	LHohm	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river.. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1278	LHoll	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1279	LJG	1	11/25/2019	West Station	I say NO to the following: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Responses to Frequently Received Comments #4 and #11.
1280	LJG	2	11/25/2019	River impacts	2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
1281	LJG	3	11/25/2019	Ped/ bike access	3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking	See Response to Frequently Received Comment #4.
1282	LJG	4	11/25/2019	Pollution	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration	See Response to Frequently Received Comment #1.
1283	LJG	5	11/25/2019	Highway lanes	5. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
1284	LKen	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1285	LKet	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, As someone who tested the Charles River at six in the morning, once a month for more than ten years, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. This is a terrible decision and will have a disastrous impact on water quality, on the health of fish and bird life as well as on the ability of people to enjoy the river. When I was a river monitor, I used to see little green herons, great blue herons, and other birds. Where will they go? While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those of us who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. As a CRWA volunteer I was proud to be part of a team that helped to transform the Charles from a contaminated river to one of the cleanest in the country, for which we won awards. On some summer days, the river is even rated clean enough for swimming—something we never imagined twenty years ago. This plan would be a terrible setback and could undo all the hard work that volunteers and professionals have achieved over the past decades. It could cause permanent damage to the river and its ecosystem. At a time when climate change threatens the future of our planet, we need to cut down on vehicle traffic and focus on alternative forms of transportation. My husband and I are lucky to live in a building that looks out on the Charles. Every morning, we see birds flying upriver, we watch rowers ply the waters starting at dawn. We bike and walk along its shores and picnic in the park on the other side. The river is what keeps us living here. Ten years of disruption to our beloved river would probably drive us from this area—for good. The river is not here for the convenience of the automobile. It is a precious resource that belongs to us all and needs our protection.	See Response to Frequently Received Comment #8.
1286	LKof	1	12/10/2019	West Station	I am writing in support of a transit and bike friendly options for West station. Priority must be given to minimize impact on neighbors and maximizing long term benefits for transit, bikes and environment. Funding must be found for these long term benefits.	See Responses to Frequently Received Comments #2 and #4.
1287	LKra	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1288	LKump	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1289	LMaw	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years, Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1290	LMcD	1	12/2/2019	West Station	1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1291	LMcD	2	12/2/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
1292	LMcD	3	12/2/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1293	LMcD	4	12/2/2019	People's Pike, parkland	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1294	LMcD	5	12/2/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
1295	LMcD	6	12/2/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1296	LMcD	7	12/2/2019	trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1297	LMcD	8	12/2/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1298	LMcD	9	12/2/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction. I agree with these points above drafted by the People's Pike. If I had to prioritize I would make the train schedule at Boston Landing comparable to subway schedules, or at least much more frequent than one train per hour to make this a viable public transportation option. The ridership is obviously there.	See Response to Frequently Received Comment #9.
1299	LMcL	1	12/12/2019	River users, river impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak , canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I send this as an active rower on the Charles River and user of the river banks and park lands. I am also the President of the Board of Trustees of the Charles River Watershed, of which Stephanie Pollack used to be a member. I am fully supportive of their work and position.	See Response to Frequently Received Comment #8.
1300	LMH	1	12/10/2019	River users impacts	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. The Charles River is frequented by hundreds of teams/boats year round. It serves as a large and important training spot for United States National team hopefuls, Olympians and many other high school and collegiate programs in the Boston area. I am currently a rowing coach for Boston Latin School where we take several boats at a time up and down the river. Building a new bridge would not only hurt the traffic pattern for many rowers, it would also pose a great threat to the safety of young coxswains (the athlete who steers the boat and gives direction), rowers, and blind boats (those who row without having someone steer the boat for them). The safety of my rowers is the top priority when we are on the water. On top of the daily usage of the river/section where the proposed new bridge is, the Head of the Charles Regatta is the worlds largest 2 day race which starts beyond the BU Bridge, near DeWolfe boathouse, and leads all the way down to Henderson Boathouse. As is, with the numerous bridges and traffic patterns changing, the confusion of adding another bridge will be an unsafe challenge which many will be unprepared for. The Head of the Charles would be greatly affected, and the regatta no doubt brings the City a large influx of tourists and profits from the thousands of people coming in for it. It would be a huge hit all around. I caution you to think about a way to no disturb the rowing community as these waters are extremely important to us. Being safe and being allowed to continue to train on the river would be a great kindness to us and our community, however small we may be in comparison to many other sports. Thank you for your consideration of our community.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1301	LMur	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. My main concerns are listed below. 1. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. 2. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1302	LOP	1	12/7/2019	Ped/ bike access, Agganis Way, environmental justice	To whom it May Concern: I am writing as a Brookline Town Meeting Member (Pct.2) and member of the Brookline Transportation Board. The Precinct I represent is directly south of Commonwealth Avenue between Pleasant and St. Paul St. in Brookline. There are several aspects of the current design and timing of the 1-90 project that are particularly concerning for my Precinct. Namely: 1) There must be a pedestrian/bike bridge at Agganis Way. North Brookline, because of the Turnpike and BU has been walled off from access to the Charles River recreational facilities for decades. This project offers an opportunity to correct this injustice for the residents of my Precinct, which qualifies as an environmental justice population. We have a large public housing development in Precinct 2 and one of the highest poverty rates in Brookline. Access to outdoor recreation is a vital need for this population, and the Charles River paths are a key facility for North Brookline, if only we could get there. This linkage is vital!	See Response to Frequently Received Comment #4.
1303	LOP	2	12/7/2019	Transit	2) During construction, plans must be in place to greatly increase east/west public transportation capacity. Otherwise, the ensuing congestion will cripple access for a great many workers, and diversions will likely severely impact Brookline's other east -west corridors, namely Beacon St. and Rt. 9, which are already overburdened with private vehicles. The disruption of the I-90 project offers a golden opportunity to encourage commuters to switch from driving private vehicles to taking public transportation. We must provide the necessary additional public transportation capacity to encourage this shift, which if successful should see some permanent mode share shift get established.	See Response to Frequently Received Comment #9.
1304	LOP	3	12/7/2019	West Station	3) West Station implementation must be accelerated. West Station must be in place at the start of construction as a part of the construction congestion mitigation. West Station should play a vital role in mitigating impacts of this project and must be leveraged within the MBTA system to offer an alternative to private vehicle use. It's our only hope to fend off crippling congestion and vehicle diversion.	See Response to Frequently Received Comment #7.
1305	LPag	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. My middle school students research the health of the river each year, and are particularly concerned about public urbanization and infrastructure changes that impact water flow and water quality. A long-term construction project of this magnitude would provide a great 'what not to do' class project, but I urge a second look at the environmental impacts this project would have. The Charles River has been on an upward, healthier path over the last few decades--let's work to continue that!	See Response to Frequently Received Comment #8.

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1306	LPier	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1307	LRO	1	12/10/2019	Staging alternatives, river user impacts	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, in particular the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. The agency's notice fails to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
1308	LRO	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
1309	LRO	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1310	LRO	4	12/10/2019	Staging alternatives, river user impacts	In proceeding to a draft for environmental review of the I-90 project, MassDOT must first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
1311	LRO	5	12/10/2019	Staging alternatives, river user impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.
1312	LSheff	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1313	LShy	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1314	LSpi	1	11/22/2019	trains	Good Morning- Today, it was brought to my attention that a project has been proposed to replace the Allston I-90 viaduct and in the process, create one more station on the Framingham/Worcester MBTA line. Currently, this line is operating over capacity. I use this line everyday. It is continually plagued with delays and overcrowding. Adding another station on this line will only shift the load of commuter traffic to one that can not support it. The commuter rail system, specifically this line, must be upgraded either before, or during the Allston project. I would suggest track and engine electrification to create a high speed, efficient rail line. This would not only satisfy the commuters that use MBTA at present, it would also create a more attractive alternative, and ultimately decrease automobile use. Leaving the Framingham/Worcester line in it's current condition would be a significant mistake on the committee's part. I would hope that you take this into consideration as you proceed.	See Response to Frequently Received Comment #9.

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1315	LSt	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1316	LT	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1317	LW	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1318	LZ	1	11/25/2019	rail/transit, West Station	Dear Commission, Please update your project plan to include the following: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1319	LZ	2	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1320	LZ	3	11/25/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1321	LZ	4	11/25/2019	People's Pike	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1322	LZ	5	11/25/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
1323	LZ	6	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1324	LZ	7	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1325	LZ	8	11/25/2019	Staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1326	LZ	9	11/25/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction	See Response to Frequently Received Comment #9.

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1327	MaGol	1	12/12/2019	West Station, noise mitigation, Right @ River on Storrow, river impacts	To whom it may concern, It seems that we are headed into a 10 year re-do of I-90 that is ignoring some of the most fundamental necessities for new infrastructure and the concerns of the communities involved. 1- commuter rail! Why build a West Station unless it is going to actually connect the Western suburbs to Boston (and Cambridge and Allston). FIND the MONEY!! We need fewer cars ASAP! That also means real and protected bike paths along the river and pedestrian paths that are safe! 2- From the beginning, Cambridge has been declaring loudly and clearly that any highway across the river protect our community from the traffic noise. The current plan does not do that. The plan to have 2 highways at or slightly below grade with no mitigation (wall as sound barrier or one highway under ground) 3- Cambridge must have a right hand turn exit at river street off Storrow Drive. This is a complete no brainer! Why make people drive further to get home! This would have an environmental and quality of life impact on Cambridge and Allston! We need more access to each other's communities not less! 4- Protect our beautiful River! Don't build a bridge that will create a bottle neck at the "Bridge" a this is bad for the river and for the people who use it - towers and boaters. We need you to do a really good job - not a slipshod, underfunded useless mess. Please do your best! That is why we pay our taxes, so we can take care of our families and our home.	See Responses to Frequently Received Comments #2, #8, #9 and # 11.
1328	MAlan	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1329	MAll	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1330	MAM	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1331	MAOL	1	12/11/2019	Ped/ bike access	I would urge the planners to redesign the currently proposed Franklin Street bridge. In any case we need additional improvements for pedestrians and cyclists coming from Lower Allston and crossing Cambridge St to get to BU, Packard's Corner and Brookline. This is not an appealing walk or cycle - the whole experience feels dangerous and is a deterrent! I live in LA (Hooker Street) and cycle to Harvard Square but I feel much less inclined to bike to Brookline where I also have many friends and activities - so I just use my car! And as an interim solution why not provide quick access to BU/Packard's corner through the extension to Lincoln street that currently runs under the Pike with a small (temporary) bridge over the railway lines.	See Responses to Frequently Received Comments #4 and #9.

#	ID	Number	Date	Topic	Comment	Response
1332	MAPC	1	12/12/2019	Complete Streets, multimodal LOS/QOS	Multimodal Transportation Analysis and Design MAPC is concerned that the new roadway connections within the interchange area are primarily five lane streets and intersections in an area that is proposed to be transit-oriented. The transportation analysis, which focuses primarily on Level of Service (LOS) for automobile traffic in the peak-hour, has led to cross-sections that will create wide barriers for pedestrians and bicyclists connecting among a series of destinations: the new West Station, future development to the north of the interchange, the existing Boston University campus, and Allston neighborhoods to the south. The street design should follow nationally recognized Complete Street guidelines, as well as the City of Boston's Complete Street guide. The Scoping Report identifies the mobility limitations in the area by noting vehicular LOS problems in the I-90 interchange area as well as the need for improved multimodal transportation access (p. 8). Moreover, the Scoping Report states that the evaluation of "Social Impacts" of the roadways and streets will be undertaken using the 2000 and 2010 editions Highway Capacity Manual, and thus seems likely to focus almost exclusively on vehicular traffic (p. 49). There is no indication that a multimodal LOS or Quality of Service (QOS) analysis will be performed for pedestrians, bicyclists, or transit riders in an area where the Draft Environmental Impact Report (DEIR) projected over 40% of all trips to be taken by transit, walking, or cycling.1 We are also concerned that wide streets and intersections that are primarily designed to move motorized traffic may not provide enough time for persons with disabilities to cross safely and will inhibit their mobility. To ensure a more multimodal approach in the environmental study, MAPC requests that MassDOT include in the transportation analysis a multimodal LOS/QOS analysis that will help to ensure that streets are not over-designed to accommodate primarily vehicular traffic on the morning and afternoon peak hours of the weekday. A multimodal LOS/QOS study should also consider good urban design, place-making, and level of service for transit and non-vehicular users, including ways to reduce the overall footprint of the streets and highway interchange in this area. There are multiple resources that can be referenced for a more holistic multimodal LOS/QOS, including the 2008 Multimodal Level of Service Analysis for Urban Streets (National Cooperative Highway Research Program Report 616), and the performance measures shown in 2013 Urban Street Design Guide (National Association of City Transportation Officials).	Each of the streets within this new grid will provide facilities for pedestrians and bicyclists as well as for vehicular traffic. The design of the streets will be consistent with the latest MassDOT and City of Boston Complete Streets guidelines, and the vehicular cross-sections minimized to the extent practicable. The CTPS model does not provide pedestrian and bicycle output data a sufficient level of detail that would allow for a LOS/QOS analyses. The pedestrian and bicycle data is provided at the "zonal" level, i.e., what the mode share is for pedestrians and bicycles at each Traffic Analysis Zone (TAZ). The number of pedestrian and bicycle trips along routes (i.e., streets within the grid) they might use to travel between zones cannot be determined.
1333	MAPC	2	12/12/2019	bike/ped access, Agganis, Franklin St ped bridge	Pedestrian and Bicycle Network Analysis MassDOT should analyze the total network connectivity of the key bicycle corridors through the project area, which includes the Paul Dudley White Path, the Peoples Pike Path, the Grand Junction Path (into Cambridge), potential for a pedestrian bridge at Agganis Way to the Charles River, and the design of the Franklin Street Pedestrian bridge. We are particularly concerned that the Project does not include a pedestrian bridge at Agganis Way to the Charles River. We are also concerned about the proposed design of the Franklin Street bridge, with multiple switchbacks on both sides.	See Response to Frequently Received Comment #4.
1334	MAPC	3	12/12/2019	West Station, rail, traffic	West Station Layout and Rail Operations According to the Scoping Report, MassDOT recommends evaluating one Build alternative for West Station, a modification of the "Flip" option proposed by Harvard University. Under this "Modified Flip" design MassDOT proposes three tracks and two platforms for West Station to be located north of the proposed rail layover yard, as well as two express tracks south of the rail layover yard. Under the Modified Flip option, these express tracks would allow Amtrak and express commuter trains to avoid speed restrictions and conflicts created by rail traffic to and from the layover yard and passenger service on the Grand Junction railroad. The Scoping Report states that West Station will be designed to accommodate three morning and four afternoon peak trains, with 180-minute headways during the off-peak periods (p. 50). Since the Modified Flip option includes only three tracks serving West Station, MAPC is concerned that this option will introduce and operational constraints that will limit the T's ability to provide greater frequency, such as15 to 20 minute all-day service that the MBTA's Fiscal Management Control Board (FMCB) recently recommended as a goal for the rail system. We find it problematic that the Scoping Report proposes to study a single "build" alternative for the transit improvements that are an integral part of the project. The EIS should include analysis of alternative track and station configurations that will facilitate (or at the very least not preclude) envisioned rail operations in and around West Station, and should include analysis of service alternatives, including higher frequency "regional/urban rail" recently endorsed by the FMCB.2 While the proposed "build" alternative does include upgrades to existing bus routes, more robust connecting services will be needed to meet the demand associated with this major new development. MAPC is currently undertaking a West Station Area Transit Study designed to identify the most promising transit services that could reduce auto mode share to and from Allston Landing South. By mid-2020 we will have preliminary results from that study, which could be used to help define additional transit service alternatives for the EIS. The EIS should also consider design impacts on additional western Massachusetts rail service proposed under the East-West Rail Study. The Scoping Report also states that, due to the Project's complex construction staging, one of the two mainline tracks will require closure for up to half of the construction period (p. 33). Given the likelihood that this major Project plus the project to modernize the I-90/I-495 interchange will happen simultaneously, it is essential to preserve and improve non-auto commuting options along I-90 during this time period (see further comments on this issue on the final page of this comment letter). Therefore, MAPC urges that the EIS include analysis of other construction staging options that would keep both mainline tracks operational during construction, so that commuter rail capacity limitations are minimized and commuters have a full range of rail service options during the Project.	See Responses to Frequently Received Comments #4 and #10.

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1335	MAPC	4	12/12/2019	transit, land use, traffic	Transit Service Levels and Land Use Assumptions We are concerned that the proposed transit service in the "build" alternative is inconsistent with the land use projections MAPC provided to MassDOT for project evaluation. MAPC prepared the 2040 Build Scenario land use projections in consultation with MassDOT, the City of Boston, and Harvard University. The assumptions underlying these projections were described in a memo MAPC provided to MassDOT on July 12, 2019.3 Informed by our research on comparable development areas, ETOD principles, Harvard planning documents, and local and state policies and goals, MAPC anticipates development of approximately 3.8 million square feet of new development in the former Beacon Park Yards by the year 2040, and approximately 4.7 million square feet of new development in the Enterprise Research Campus by 2040. Integral to these projections are assumptions related to transit accessibility, auto ownership, and parking costs. Consistent with current patterns and emerging policies regarding parking and auto ownership in dense, transit-rich areas, the projections assume very low levels of household auto ownership (0.3 vehicles per household on the terra firma/non-air rights development) and commuter parking costs of $22 per day. Such outcomes are contingent on high-quality transit service (both frequent east-west rail and robust connecting bus service) and pedestrian/bicycle connections that enable non-auto mobility. Without provision of these services and connections, both developers and occupants (residential and commercial) will be inclined toward higher levels of parking provision and auto ownership, which will in turn induce additional traffic. As stated in the memo, "If commuter rail service levels are not improved, or if robust connecting services are not provided, then it would not be appropriate to use the land use scenario presented in this memo."4 The transit services, particularly the commuter rail, proposed in the Scoping Report do not appear to be sufficiently robust to support the 2040 Build Scenario proposed in our memo. The EIS should include analysis of higher frequency of commuter rail service for West Station, or a land use scenario with lower densities and higher parking availability more appropriate to the proposed levels of service. It should be noted that moving in the latter direction would seem to contradict stated City of Boston and MassDOT policy regarding a neighborhood that is heavily focused on the use of transit, bicycling, and walking, as opposed to high levels of commuting by single-occupancy vehicles (SOV).	See Responses to Frequently Received Comments #4 and #11 (Transit Modeling Assumptions). Land Use assumptions in the CTPS model for the 2040 Build conditions are consistent with the assumptions outlined in the MAPC Memorandum dated July 12, 2019.
1336	MAPC	5	12/12/2019	river impacts, construction alt analysis, 495/90 overlap, mitigation, bus lanes, park and ride	Construction Impacts to the Charles River The Project is anticipated to have major impacts on the Charles River as Soldiers Field Road and the Paul Dudley White Path will be relocated into the river to accommodate construction staging and allow continued operation of both I-90 and Soldiers Field Road during construction. MAPC is concerned that these "temporary" impacts to the river during construction are anticipated to last 8 to 10 years,5 which could significantly impact water quality as well as fish and wildlife in the area. We believe that a proper environmental analysis should evaluate multiple construction staging options and alternative construction methods to see if a more prudent alternative is feasible that would avoid or minimize the impacts to the Charles River during the multi-year project construction. These alternatives could include options such as closing Soldiers Field Road or reducing the roadway to a single lane in each direction during a portion of the construction. These temporary reductions in the capacity of Soldiers Field Road may also be mitigated by a variety of strategies to encourage other commuting options during construction, as described below. Construction Coordination and Mitigation: MAPC urges consideration of and coordination with the cumulative construction impacts of this Project and the I-90/I-495 Interchange Improvement Project located in Hopkinton, Southborough, and Westborough as the construction periods for both projects are projected to overlap. Construction on the I-90 Allston Multimodal Project could begin as early as mid-2022 and is projected to last 8 to10 years. The DEIR for the I-90/I-495 Interchange Improvement Project assumes a construction start in mid-2022 with a duration of approximately 4 to 4.5 years. MAPC highly recommends planning for alternative commuting options during construction other than by SOV travel. MAPC proposes a range of mitigation strategies to be implemented during construction which include: • Improving and expanding MBTA Commuter Rail service along the Framingham/Worcester Line, which includes 18 stops between Boston and Worcester and serves all communities abutting the rail corridor that parallels I-90. • Including priority lane options such as bus on shoulder or HOV lanes during peak travel periods to reduce congestion. • Providing Park & Ride Facilities in convenient locations (e.g., the area of Computer Drive and Research Drive) that parallel Route 9 just northwest of the I-495/I-90 interchange.	See Responses to Frequently Received Comments #8 and #9.
1337	MArn	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1338	MASCO	1	12/12/2019	rail, West Station	Our comments are offered from the specific perspective of how the plans affect access regionally to and from the LMA. The LMA was designated as a priority place in the State's recent Focus 40 long range transportation plan, defined as: "it is an important existing and future destination of regional importance; there is a demonstrated transportation deficiency and need that is likely to grow; and, that infrastructure investments have the greatest likelihood of delivering ridership and regional benefits." Consistent with this policy and the significant impact of the LMA to the health of the Massachusetts economy, future investments should be made that improve access to the LMA. We therefore: 1. Strongly support the construction of a new urban interchange and, at this stage in the process, request the evaluation of additional options for transit service through West Station and use of the Grand Junction Right of Way including DMU/EMU rail, commuter rail, light rail, bus rapid transit and conventional bus. 2. Support evaluation of a service plan to maintain or improve future Worcester Main Line Commuter Rail Services to the LMA. 3. Recommend that the Draft Environmental Impact Statement provides additional specificity to enable an understanding of how bus service connecting to Commonwealth Ave. in particular might improve through connections to the LMA. 4. Recommend that the Draft Environmental Impact Statement evaluates sufficient construction mitigation measures for each service evaluated above, as well as their environmental and financial impacts. 5. Recommend that the Draft Environmental Impact Statement examines options to encourage intercity coach and regional bus services to add a stop at West Station, and the station designs reflect an ability to accommodate them. 6. Recommend the development of service plans for additional modelling, based on land use, employment and population projections as well as scenarios for the future transportation aspirations of the region. 7. Request that the methodology to develop the assumptions and evaluate the impacts of alternatives be disclosed in the EIS so that there is transparency to the public and decision makers on how deficiencies in the infrastructure were evaluated and the impacts analysis was completed. We further request that the assumptions for land use be provided and analyzed in the EIS not only for Allston/West Station TAZ numbers but also for contiguous developing areas such as Boston University and the LMA/ West Fenway. 8. Request that the EIS evaluates the Flip and Modified Flip, the latter including a fourth station track, for their transportation benefits or impacts to express commuter rail, freight operations, DMU/EMU urban rail, light rail, BRT, conventional bus and bikeway.	See Responses to Frequently Received Comments #4, #9, and #11. The Flip West Station and Rail Layout Option has been dismissed from further evaluation. See Section 5.3 of the Scoping Summary Report for further discussion. The Updated Modified Flip has been deemed reasonable for the Project and is described in Sections 5.2.3 and 5.4 of the Scoping Summary Report. Section 4.2 of the Scoping Report describes the methodology proposed to assess impacts of each alternative. The updated four track, three platform West Station layout has been designed, so as not to be a constraint to future aspirational service, and the bus concourse has been designed to maximize capacity for bus operations. The Project will continue to coordinate with MBTA on designs and operations, and future service decisions will be developed consistently with the MBTA's Service Delivery Policy, separately from this Project.
1339	MASCO	2	12/12/2019	West Station, GJL	Following is more in-depth discussion of each of the preceding requests: 1. Evaluation of Additional GJR Transit Options - We strongly support the construction of a new urban interchange and, at this stage in the process, request the evaluation of additional options for transit service through West Station and use of the Grand Junction Right of Way (GJR) including DMU/EMU rail, commuter rail, light rail, bus rapid transit and conventional bus. West Station plans presented in the DEIR have focused solely on the GJR's use as a new Urban Rail EMU/DMU commuter connection between West Station and Kendall Square primarily to save time for passengers on the Framingham/Worcester commuter rail line destined for Kendall. Additionally, West Station as currently indicated in the Scoping Report would only offer service on commuter rail style vehicles. To our knowledge there have been no transportation alternatives analysis, financial cost effectiveness or environmental reviews of Urban Rail EMU/DMU in comparison to other service options on the Grand Junction Rail Right of Way. For example, past state studies showed crosstown urban ring Bus Rapid Transit (BRT) services to be cost effective, built as a dedicated busway shared with freight rail operations, with possible longer term conversion to light rail. Our understanding is that use of GJR exclusively for EMU/DMU rail would preclude a one-seat ride to or from the LMA because it is not compatible with other modes such as BRT or light rail. From the perspective of using this geography to improve multimodal and regional transportation serving not only the Harvard/Allston area but also the West Fenway/LMA, and other neighborhoods in Boston and Cambridge, comparison with a BRT through route or an extension of Green Line service from Union Square Station to connect LMA to Kendall and Sullivan Squares or other points north of the Charles River - -are also options that we request be evaluated in the EIS. From the LMA's perspective, having a one seat ride service via BRT or LRT on the GJR through the station and to the LMA would provide superior service to this community rather than having to transfer from Urban Rail DMU/EMU run on the Grand Junction to West Station, and potentially having also to change from one platform level to another. Understanding the implications to the physical design of West Station in terms of these alternative services and platform levels should be part of the evaluation in the Draft Environmental Impact Statement. West Station should maintain physical options to allow Light Rail, Bus Rapid Transit, Commuter Rail and Urban Rail to serve the station and the Draft Environmental Impact Statement should study how they would potentially use the GJR and their environmental impacts. With an investment of this magnitude it would be important to ensure that services that have yet to be defined, not be precluded from the Draft Environmental Impact Statement evaluations of the station design. Until MassDOT/MBTA defines and proposes services that are forecast to attract substantial numbers of riders, it is recommended that alternative modes, service plans and station configurations for West Station and the GJR be refined and included in the Draft Environmental Impact Statement in order the reduce the risk and uncertainty concerning investments in public transportation services on the GJR. Without a clearer definition of service plan possibilities it is premature to estimate potential demand and design the facility to support the services.	See Response to Frequently Received Comment #6. The updated four track, three platform West Station layout has been designed, so as not to be a constraint to future aspirational service. Any decisions about technology on a future GJR passenger line would be made separately from this project. West Station is envisioned as a multimodal hub with transit, automobile, and bus connections. At this stage in design, West Station would not preclude bus rapid transit, commuter rail, or urban rail.

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1340	MASCO	3	12/12/2019	rail, bus service, mitigation, West Station, modeling	2. Support evaluation of a service plan to maintain or improve future Worcester Main Line Commuter Rail Services to LMA. The LMA would like assurances from EIS evaluations that future Worcester Main Line commuter rail services will equal or exceed the existing service levels. 3. Connecting Bus Service and Bike/Pedestrian Connections to Commonwealth Ave. We recommend that the Draft Environmental Impact Statement provides additional specificity to enable an understanding of how bus service connecting to Commonwealth Ave. in particular might improve through connections to the LMA. The DEIR evaluated provision of direct connections across Cambridge Street through West Station to allow for the potential to restructuring of bus routes. It does not provide any specifics concerning how they would be used for public transportation services. Without specific proposals it's difficult to evaluate the efficiency and effectiveness of the proposed connection and whether its design precludes any future desired functionality. For example, we see the Malvern connection to Commonwealth Ave. as a way for additional bus services from Watertown, as one example, to be improved to the LMA. 4. Construction Mitigation - We recommend that the Draft Environmental Impact Statement evaluates sufficient construction mitigation measures for each service evaluated above, their environmental and financial impacts. With an estimated construction timeline between 6 and 1 O years and because of the potential impacts to auto, commuter rail, freight rail, pedestrian and bicycle travel we request that the Draft Environmental Impact Statement include proposed mitigation measures for each service evaluated above, their environmental and financial impacts. 5. Intercity Coach and Regional Bus Service - We recommend that the Draft Environmental Impact Statement examines options to encourage intercity coach and regional bus services to add a stop at West Station and the station designs should reflect an ability to accommodate them. West Station should be designed as a transit hub. Regional and intercity bus services could substantially expand the multi-modal options at West Station and need to be evaluated in the Draft Environmental Impact Statement. Longer distance bus carriers and travelers may find West Station as an attractive "easy-on/easy-off' transfer to major destinations. Any transit study in the Federal Draft Environmental Impact Statement should examine options to encourage intercity coach and regional bus services to add a stop at West Station, given its proximity to the 1-90 exit, and the station designs should reflect an ability to accommodate them. 6. Improved Modeling - We recommend that the development of service plans for additional modelling, should be based on land use, employment and population projections as well as scenarios for the future transportation aspirations of the region. Building a West Station in and of itself will not generate new transit demand without accompanying changes to WML service or a plan for services via the GJR and new through bus service using the Malvern Street connection. These service plans should be based on land use, employment and population projections as well as scenarios for the future transportation aspirations of the region. The publicly available results from the Commuter Rail Vision study (Sept 2019) indicate that the demand for a West Station to North Station shuttle is very low. CTPS' 2012 study also forecasts very low demand for a Worcester to North Station service. These examples show the perils of just using current service models to project the future without a reflection of aspirations.	See Responses to Frequently Received Comments #4, #9, and #11. The updated four track, three platform West Station layout has been designed, so as not to be a constraint to future aspirational service, and the bus concourse has been designed to maximize capacity for bus operations. The Project will continue to coordinate with MBTA on designs and operations, and future service decisions will be developed consistently with the MBTA's Service Delivery Policy, separately from this Project.
1341	MASCO	4	12/12/2019	transparency of analysis, evaluation of Flip and Modified Flip	7. Transparency - We request that the methodology to develop the assumptions and evaluate the impacts of alternatives be disclosed in the Draft Environmental Impact Statement so that there is transparency to the public and decision makers on how deficiencies in the infrastructure were evaluated and the impacts analysis was completed. We further request that the assumptions for land use be provided and analyzed in the Draft Environmental Impact Statement not only for Allston/West Station TAZ numbers but also for contiguous developing areas such as Boston University and the LMA/ West Fenway. We understand that the land use projections being made for West Station modeling are being completed by CTPS and a complementary study is being completed by MAPC but on a different timeline than the Draft Environmental Impact Statement. These are fundamental to growth projections and impacts analyses of future build alternatives. 8. Two Alternatives - We request the EIS evaluates the Flip and Modified Flip, the latter including a fourth station track, for their transportation benefits or impacts to express commuter rail, freight operations, DMU/EMU urban rail, light rail, BRT, conventional bus and bikeway. The scoping report proposes moving forward with only two alternatives: the no-build and the "modified flip." We recognize that the Federal EIS process requires a "no build" option for point of comparison to build conditions. Because the State has determined that the No Build alternative is not a viable option, the Scoping Report suggests that MassDOT has selected a preferred alternative before going through the Federal EIS. We believe that MassDOT should compare the two "flip" options, modified since the MEPA DEIR. The two options have not been adequately studied and are different than the options presented in the DEIR. The "Modified Flip" has features that may support additional air rights development and enable construction of a Cambridge Street bypass road which could also provide for the community's visions for open space, bicycle and pedestrian improvements. We request that a fourth track be included in the Draft Environmental Impact Statement modified flip and evaluated not only for its transportation benefits or impacts to express commuter rail, freight operations, and DMU/EMU urban rail but also for the options raised in section 1 above: light rail, BRT, and bikeway. We believe that each alternative has tradeoffs affecting both regional transportation and access to the Longwood Medical and Academic Area. Beyond Longwood, this project is of a significant scale for the metropolitan region, carrying over 140,000 vehicles per day, providing regional highway connections to Logan Airport, 1-93, 1-95 and 1-495. It also serves Worcester Main Line and Grand Junction Rail tracks used for CSXT freight, MBTA Commuter Rail and Amtrak services which are also being considered for High Speed Intercity Rail Passenger service. The design and construction of West Station is important to advance; however it is of regional importance to determine what future passenger services should be operated there and on the GJR inclusive of additional options that may equally benefit the region and its important destinations such as the jobs, education, health care and cultural assets that are so core to the State's economy.	See Responses to Frequently Received Comments #4 and #11.
1342	MassDEP	1	12/12/2019		The Project Area as defined by the Scoping Report excludes the construction area in the river and therefore also excludes the trestle and the bulk of the environmental impacts related to construction of this project. The project area should be expanded to include the entirety of the construction area and these areas should be shown on project drawings and site plans	Concur. The Project Area will be expanded to include potential construction staging as well.

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1343	MassDEP	2	12/12/2019	alt. analysis	The Scope states that two alternatives have been recommended for further study in the Draft Environmental Impact Statement: the Preferred Alternative and the No-Build option. For sufficient public review, the Scope should include at least a summary of the environmental impacts of constructing each of the alternatives proposed, including those that were dismissed. This will assist reviewers in comparing the alternatives from an environmental perspective. The applicant should also discuss how the trestle option was determined to be the preferred construction period configuration. As MassDEP has stated in previous comments on the project, an analysis of construction impacts will be a crucial element of the Chapter 91 License, the Wetlands Protection Act Notice of Intent and the 401 Water Quality Certification applications. The Scope should also include a discussion of the impacts of different phases of the project and detailed stormwater design for the temporary trestle.	Three throat area options will be carried forward into the Draft Environmental Impact Statement for further evaluation: the Modified Highway Viaduct, the Modified At-Grade and the SFR Hybrid. See Sections 5.2.3 and 5.4 of the Scoping Summary Report for further discussion. The Scoping Report initially dismissed the 3L Alternative with a Highway Viaduct Throat Area option as it did not fully meet the Purpose & Need of the Project based on two elements: 1) the inability to provide a pedestrian/bicycle connection from the south to the Charles River Reservation and 2) a similar viaduct as existing conditions would result in visual impacts to the neighborhood. Upon further review of design, the project team determined a connection from the south to the Charles River Reservation is possible under the Highway Viaduct Throat Area option. In addition, it has been determined that a Highway Viaduct with aesthetic treatments can improve the existing visual quality to the neighborhood. Therefore, the Modified HV option does fully meet the Purpose & Need of the Project and will be carried forward into the Draft Environmental Impact Statement for further analysis. The Modified At-Grade was also dismissed due to the inability to provide a pedestrian/bicycle connection from the south to the Charles River Reservation. Additional design refinements have determined this connection is possible and therefore the Modified At-Grade meets the Purpose & Need and will be carried forward to the Draft Environmental Impact Statement for further analysis. See Response to Frequently Received Comment #3 for further information. The Draft Environmental Impact Statement will include analysis of construction impacts and discussion of the impacts of different phases.
1344	MassDEP	3	12/12/2019		MassDEP also wishes to clarify that, for the purposes of state permitting, the wildlife and fisheries' evaluation should focus on habitat functions, rather than the presence or absence of particular species. Also, the applicant states that the “importance of the impacted wetlands” should be considered in evaluating Project impacts on wetlands. MassDEP notes this is not a actor under state regulations and requests this statement be clarified.	A completed Wildlife Habitat evaluation, in accordance with 310 CMR 60, has been included in the Trestle alternatives analysis for the SFR Hybrid Throat Area Option. This analysis looks at the habitat functions and not the presence or absence of species. The importance of impacted wetlands statement was meant to address the condition of the wetlands post construction vs preconstruction. The existing bank is eroding and consists of invasive plans and dumped riprap/rock with no bordering vegetated wetlands. If either the SFR or Modified HV option is selected, when the project is complete, a more natural shoreline will be constructed that will include a diverse variety of wetland plants. This construction of this new bank will provide value habitat functions that are not present today. It should be noted that the Modified At-Grade option does not allow the resotoration of a large portion of banks of the Charles River because of permanent impacts associated with SFR and the PDW path.
1345	MAu	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1346	MBan	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1347	MBD	1	12/5/2019	Staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As it stands, I think there are some serious issues that need to be addressed before this project is approved. 1. My number one comment is regarding the construction of the "temporary" bridge over the Charles River. 10 years is hardly temporary in the scope of the environmental damage that will be caused by this and I DO NOT think this should be a final part of the plan. Massachusetts should continue to lead the way in climate progressiveness and building a highway over a beautiful natural habitat does not achieve this in any way.	See Response to Frequently Received Comment #8.
1348	MBD	2	12/5/2019	Transit	2. My second concern is that travel disruptions will not be mitigated by additional transit service during the construction period. This is a perfect opportunity to motivate drivers to leave their cars and build a habit of commuting into the city via transit or other modes of travel. It is foolish and shortsighted to not provide additional transit service during the 10 year construction phase.	See Response to Frequently Received Comment #9.
1349	MBD	3	12/5/2019	Highway Lanes	3. My third concern is that the highway is being rebuilt with the same number of lanes as the current design. The City of Boston claims they want to reduce car traffic in Boston but then continues to feed the city with arteries capable of carrying in tens of thousands of vehicles. I mean come on. Learn what induced demand in. As a transportation engineer and planner, a cyclist, an environmental advocate, and a resident of this city who will live with these changes for decades I think it is ethically important to address these changes immediately. I believe you would be doing residents of the city a serious disservice if you continue with the design as planned.	See Response to Frequently Received Comment #11.
1350	MC	1	12/9/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1351	MCoo	1	12/14/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Sincerely,	See Response to Frequently Received Comment #8.
1352	MDa	1	12/12/2019	River users' impacts, river impacts, pollution, staging	Dear Mr. O'Dowd, As a frequent rower on the Charles River, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, paddleboard, sail, powerboat or fish on the river. Besides the impact on river traffic by narrowing the available river, environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1353	MDor	1	12/12/2019	Staging, river impacts	To Whom it May Concern and to Michael O'Dowd, Acting Director of Bridge Project Management, I am writing to voice my opposition to placing a bridge in the Charles River for purposes of diverting traffic during the I90 reconstruction project. I believe that doing so will present irreparable harm to the river environs and will compromise the recreational use of the river for the duration of the project and for years beyond. I urge you to vote no to this proposal.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1354	MDz	1	12/10/2019	Noise impacts, West Station	Gentlemen: The design and construction of the Lincoln Street in Allston/Brighton noise barriers along I-90 are part of the I-90 project but MassDOT has provided few details. These noise barriers have been on the MassDOT priority list since 1992, over 27 years! Please accelerate the design and construction of the long overdue and much needed noise barriers. They do not need to wait for the full I-90 project.	See Response to Frequently Received Comment #9.
1355	MEld	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1356	MFar	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1357	MFarry	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1358	MGre	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1359	MGrin	1	12/12/2019	Alternatives impact analysis	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, why this trestle is necessary in the first place; the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives; the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, alternative configurations intended to minimize the structure's intrusion into the river; a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1360	MGrin	2	12/12/2019	River users impacts	To Whom it May Concern, Please find attached a letter outlining my concerns pertaining to the I-90 project proposal put forward recently. As the coach for Riverside Boat Club's High Performance Group, I train athletes competing for the World Championships and Olympic Games. Respectfully, this proposal would substantially impact our ability to train and compete at the highest level of the sport. We take pride in representing our city and country, but projects like this need more planning and foresight before they can be allowed.	See Response to Frequently Received Comment #8.

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1361	MHar	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1362	MHat	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1363	MHoo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd I want to register my concern with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. As an avid user of the Charles River I want to ensure that impact to the river, river use, and the river bank are carefully reviewed and I encourage you to seek alternatives that will minimize the impact to the river. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. Thank you for considering my request to fully vet alternative approaches to staging and construction the redesign of the Allston Mass Pike interchange that will minimally impact Boston's iconic, highly used and much beloved river, and to also fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1364	MiGol	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1365	MIT	1	12/12/2019	West Station, construction mitigation	MIT's comments on the scoping report are focused on: 1) the broader opportunity that West Station provides for the region and need for its early delivery, 2) the design and service requirements for the station, and 3) the opportunities for construction mitigation to minimize short-term impact and leverage apparent opportunities for longer-term improvements. West Station: Intermodal hub A considerable strength of West Station would ideally be functioning as an intermodal hub with access to innovation clusters across the region. It would facilitate north-south bus routes, connecting Allston, Harvard and Boston University to Kendall Square and MIT to the north and Longwood Medical Area (LMA) to the south. The Scoping Report seems to undervalue expected ridership for West Station, and its ability to be a vital connection between western Massachusetts, the future Allston Yards and Kendall Square. The Project's transit analysis seems inadequate for a project of this potential impact. Estimating only 250 daily riders at West Station in 2040 only considers commuters using the Worcester Main Line (WML). It should plan for transit riders travelling to West Station via existing or new bus routes or those using urban rail on the rapidly growing Grand Junction corridor between Kendall/MT, Cambridge Crossing and North Station. Ridership estimates should accommodate the scale of development now getting underway in Allston Yards which will undoubtedly spur additional growth in adjoining neighborhoods. West Station is the key to using the Grand Junction rail line more effectively as an urban rail connection that can take commuters off regional highways and reduce congestion on local roads. The Grand Junction can accommodate urban rail and a bicycle and pedestrian path. The multi-use path is now in design for construction by Cambridge and MIT. We would like to see more in the Scoping Report about the phasing of West Station and its interrelationship with the Grand Junction. Early construction of West Station could create a multi-modal node as well as provide mitigation for the reduction of automobile lanes during construction.	See Responses to Frequent Comments #4, #6, #7, and #11. West Station is envisioned as a multimodal hub, with north-south connections. The updated four track, three platform West Station layout has been designed, so as not to be a constraint to future aspirational service. The Cambridge GJR multi-use path is not included as part of this Project, and the Project would not preclude it.

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1366	MIT	2	12/12/2019	West Station	Design and Service Requirements at West Station: We offer comments in three specific areas: A. The design of West Station in the "Modified Flip" alternative (the only "build alternative" carried forward in the NEPA Scoping Report) introduces unacceptable operational constraints that severely limit the frequency of service at the station. A build alternative should be added that incorporates a level of service that acknowledges the Regional Rail vision and incorporates connections to passenger service on the Grand Junction and robust bus connections to and through West Station. On November 4, 2019, the MBTA's Fiscal Management and Control Board voted that, "the assets of the commuter rail system of the future will be more similar to rapid transit providing all day service at intervals on its most dense corridors at 15-20 minute headways." This directive seems to be incompatible with MassDOT's current planning for West Station based on the MBTA's 2017 Service Delivery Policy which provides for only 3 trips during the 4-hour AM peak, 4 trips during the 3.5-hour PM peak, and one train every three hours at all other times. The current three-track West Station design would permit only this minimal level of service, and not higher-frequency, bidirectional service. With a single-track crossover at each end, service could be provided in only one direction. Four tracks are required to provide adequate bidirectional service, which is necessary for transfers to and from future service on the Grand Junction line. The Scoping Report states that for the Build alternative "Urban rail train service was not incorporated within the ridership model horizon because a future build year has not been determined and service frequency has not been defined." This is problematic, given the recent MBTA Board vote to pursue a transformation of the commuter rail system into Regional Rail with significantly higher frequencies during both peak and midday periods. The permitting and construction period for the I-90 project will last at least 12 years, during which time the MBTA Board would almost certainly further define and begin implementing the Regional Rail Vision. The infrastructure built as part of the I-90 project will need to last for many decades after construction is completed. It seems shortsighted to assume that 60 years from now the level of service on the Worcester line will be no different from today, when there is a clear intent by the MBTA to increase the level of service. In Cambridge, the various landowners and stakeholders adjacent to the Grand Junction line, including MIT, are in the concept design phase for a multi-use path that will support future transit service in the railroad corridor to a fast-growing Kendall Square. These landowners are preparing for a fully two-track corridor, which would allow frequent service between Allston, Kendall Square and North Station. If implemented, this will create demand for many if not all trains to stop at West Station given the ability to access Kendall Square and North Station. A West Station which permits only minimal service on the Worcester Line is inconsistent with the stated objectives of the City of Cambridge, landowners abutting the Grand Junction, and stakeholders in both Kendall Square and MetroWest.	See Responses to Frequently Received Comments #4 and #11.
1367	MIT	3	12/12/2019	Regional rail, layover	B. Regional Rail and layover yard study. It seems premature to include midday commuter rail layover in the Purpose and Need. Instead, the layover yard and its relationship to Regional Rail should be included as one of the alternatives to be analyzed in the Draft Environmental Impact Statement and compared with non-Allston sites for effectiveness and costs. Item C.3 in section 2.2 Project Need states that "The MBTA has determined that the layover capacity is insufficient to store trains and conduct midday servicing activities. While there is the possibility of increasing layover capacity at other facilities, the MBTA currently identifies Beacon Park Yard as the best layover location to address current and future layover deficiencies from South Station to points west." Allston I-90 planning has not included an analysis of regional alternatives for rail layup or for the number of train sets that would need to be accommodated. Any analyses conducted for other studies such as the South Station Expansion should be considered obsolete in light of the recent MBTA Board vote to move toward a regional rail system with higher frequencies throughout the day. The presence of a layup yard causes dimensional and operational constraints leading to the proposed reduction of tracks serving West Station. This limits the station's effectiveness in meeting the Project Purpose. Furthermore, the MBTA Fiscal Control Board vote to advance the concept known as Regional Rail, which involves increasing the capacity of the passenger rail service during both peak and off peak hours, uses available equipment for significantly increased midday service, rather than midday layup. This decision highlights the necessity to further study midday layup in Allston as an alternative for analysis, not an element of the Project Need. C. A Build Alternative with no separate express tracks. This analysis should consider MassDOT policy that "commute times and trip times in general must be made more predictable and reliable, even if not necessarily much faster or shorter" and that 31% of peak Worcester Line trains were more than 5 minutes late during the 30 days ending November 17, 2019. The need for express tracks has not been clearly demonstrated, given geometric speed restrictions on either side of the site. With a 60 mph curve at Market Street and a 50 mph curve at Nickerson Field, there is only 1.4 miles where trains would be able to accelerate and decelerate at higher speeds, saving at most 5 to 8 seconds of run time by using express tracks. We suggest that a comparison of the project with and without express tracks should be included in the Draft Environmental Impact Statement.	See Responses to Frequently Received Comments #1 and #4.
1368	MIT	4	12/12/2019	project mitigation	Project Mitigation Considerations: Mitigation must be included as an integral part of the planning process. Every build alternative would result in significant environmental impacts, yet the Scoping Document and the MassDOT planning process provide minimal discussion of mitigation options for impacts. In order to properly evaluate alternatives, it is necessary to consider the opportunities for mitigation that each alternative entails so that the tradeoffs can be evaluated. Mitigation must be included during the project formation and selection process. In addition, a maintenance of mobility plan must be developed for the ten-year construction period, and this essential part of the project should be included in the Draft Environmental Impact Statement. Replacement of Grand Junction Bridge superstructure over the Charles River. The Grand Junction Bridge over the Charles River dates to 1928 and required emergency repairs in 2012 to remain operational. The shutdown of the Grand Junction during the project would allow ample time to replace the superstructure of the bridge (and inspect the substructure as well) providing frequent transit service once the line is reopened. Bicycle and pedestrian facilities should connect the "People's Pike" to the multi-use path being designed and constructed in Cambridge. If designed and planned for appropriately, West Station would be a critical transportation node within the larger regional system. The station would link north-south bus routes, provide pedestrian and bike connections to the Paul Dudley White and Grand Junction paths, and link western Massachusetts via the Worcester Main Line to the future innovation hub of Allston Yards, and to Kendall Square and ultimately North Station via the Grand Junction Rail. In order to protect this vision and ensure Boston's regional transportation system's support for the growing innovation economies in Boston and Cambridge, the Grand Junction Railroad Bridge over the Charles River must support two track transit. The reconstruction of the Grand Junction Railroad Bridge over Soldiers Field provides a perfect opportunity to rebuild the Grand Junction Rail Bridge over the Charles River.	See Responses to Frequently Received Comments #6 and #9.

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1369	MIT	5	12/12/2019	Regional multimodal mobility	Regional multimodal mobility plan. A systematic program is needed to maintain mobility throughout the upcoming decade of reconstructing the interchange. In a project of this magnitude and duration, the impact on the region's traffic pattern during the construction process is a critical concern. The Boston region's growth is expected to continue, especially in locations like Kendall, Downtown and the Seaport, and the Longwood Medical Area. Demand for access from the western corridor will reflect that growth. Our roadway capacity is finite, and will even be reduced during the construction process. Passenger demand for public transportation will grow disproportionally during this 10-year construction period and after. It is essential that a central part of the Allston Interchange /-90 project be a program to sustain regional mobility even as roadway capacity is reduced. Passenger use of the Worcester Main Line (WML) has risen by more than 45% in the past six years and expected to grow by an even larger amount during the upcoming decade. Improving public transportation capacity adequately to meet rising demand would require significant new capital investment, additional operating resources, and long lead time to implement the expanded services. A mobility plan would need to be initiated immediately in order to achieve timely results. Key strategies of a maintenance of mobility plan would include: Early implementation of West Station, perhaps a temporary West Station on existing WML tracks; Maintenance of two WML tracks throughout construction; Increased frequency on the WML; Additional express buses/dedicated bus lanes on the Mass Pike during construction; and Expanded parking capacity at WML stations. Thank you for your thoughtful consideration of our comments. We look forward to being a productive partner to the Federal Highway Administration, MassDOT and other city, state, and federal agencies in shaping is project and am re ' stainable and accessible future.	See Responses to Frequently Received Comments #4, #7, #9, and #11.
1370	MJag	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1371	MJen	1	11/26/2019	West Station	Dear Project Planners on the Allston Multimodal Project, Thank you for all of your hard work in planning this once-in-a-generation improvement to our transportation and park systems. I understand the enormity of the challenges you face in keeping everyone happy in this process. However, I have grave concerns that the proposed project plan is merely re-creating our current car-first system of transportation, and is not aligned with the vision of Boston as a carbon-neutral city by 2050. In order to ensure this happens, we must properly invest in non-car transportation options, protect our environmental treasures, and increase cycling safety. The specifics of potential areas of improvement on the current project plan are listed below here. Thank you for your kind consideration. 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1372	MJen	2	11/26/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1373	MJen	3	11/26/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1374	MJen	4	11/26/2019	ped/ bike access, Agganis Way	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1375	MJen	5	11/26/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
1376	MJen	6	11/26/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1377	MJen	7	11/26/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1378	MJen	8	11/26/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1379	MJen	9	11/26/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.

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1380	MJM	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am a regular rower on the Charles River and an extremely concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1381	MJS	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1382	MKe	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1383	MKen	1	12/12/2019	Throat	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I am a daily bicycle commuter through Allston from Watertown, and "The Throat" section of the Charles river is my biggest concern with this project. • the current design does not do enough to improve 1000 feet of sub-standard path in the narrowest "throat" area. I am encouraged by Boston's commitment to a future of clean transportation, and jealous of New Bedford's recent opening of Cove Walk using MassDOT funding. When I can't bike, the pike should be my route into the city given my location, but the intersections at the western ave and Cambridge St. bridges are always backed up, pedestrian dense, and burdensome. Will this plan ease that burden?	Traffic operations at the intersection of Cambridge Street, SFR and the River Street bridge will be improved dramatically with the proposed project. Operations at Western Avenue bridge will be similar as today, as no significant geometric modifications to that intersection are proposed as part of this project. However, it is anticipated that signal timings will be adjusted at this location to best accommodate future traffic demands.
1384	MKF	1	12/4/2019	rail service	The commuter rail is such an important thing. We're talking about the environmental impact study. I can't imagine anything that's more environment than public transportation. I find that this plan is so car-centric; it's so out of sync with talking about the environment. I was a small child at the time, but the Big Dig had a public transportation commitment in the Environmental Impact. Is that something that the Commonwealth is looking at? Is there a sense of what investments the Commonwealth is willing to make in the Framingham/Worcester Line, whether it is improving the tracks, adding more trains, adding more cars to trains? I am very concerned about going down to one track; I understand it, but I'm still concerned. I think we all read The Globe series about traffic last week; it shows that public transportation is a big problem in the Commonwealth. This is a great opportunity for us to be bold and come up with new ideas for transportation. I'm interested in hearing if the Commonwealth has made any commitment or is considering any further investments in the line.	See Response to Frequently Received Comment #9.
1385	MKil	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1386	MKK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I would like to voice my concern with the MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. The timeframe of 8-10 years seems excessively long to be considered "temporary". I am particularly concerned that there was little to no examination of the impact on the ecosystem or user community. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. As a community user who spends nearly every day on the river either bicycling or rowing or coaching, I have a significant interest in this project's impact and would like to see acknowledgement of the fact that this community resource will be adversely affected for many, many years and there should be an effort to mitigate and reduce the repercussions of this project.	See Response to Frequently Received Comment #8.
1387	ML	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river.. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1388	MLan	1	12/11/2019	river users impacts, river impacts	Dear Allston I-90 Project Team, I attended the meeting last summer at the Watertown Yacht Club about this project with the Project Team, rowers like myself, and boaters. Thank you for hearing additional comments, as I am writing about MassDOT's current plan for the Mass Pike Allston Interchange project. As a 36 year member of Riverside Boat Club, I have serious concerns about the temporary 10 year bridge that is being proposed by the team. The bridge would be across from our club and I, with my fellow rowers, are concerned that it will impact all rowers and boaters on the river. At last count, there are 4,000 rowers on the river each day. Traffic among rowers and coaching launches is concern enough, besides a construction project of this scope added to the river. We have a member who was nearly killed when he was speared by a boat. Doctors at Mass General saved his life. It stands as a medical case. Two decades ago (when there was a fraction of the current traffic on the river), a rower was killed in a motor boat collision. The river is also home to many wild bird populations and other creatures who are drawn to it. How will a construction project of this scope impact this important wildlife and ecology of the river? We in the rowing community and local organizations have worked so hard to make the river more ecologically sound and a real habitat. The Charles River is one of the great city rivers of the world. We who live near it are so fortunate. While I understand that the Pike is in need of necessary renewal, there must be a better way.	See Response to Frequently Received Comment #8.
1389	MLaw	1	12/9/2019	West Station	I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I fully agree with the 5 areas of concern that WalkBoston and its collaborative partners have identified with respect to the current plan: 1. The construction of West Station is not being accelerated, and the design of the tracks and station cannot accommodate the level of rail service that is needed to serve the Framingham-Worcester corridor or the Boston/Cambridge/Brookline neighborhoods near the station. The MBTA Board of Directors recently endorsed a plan to significantly increase the frequency of commuter rail service – MassDOT's plan for West Station must align with that vision.	See Responses to Frequently Received Comments #4 and #7.
1390	MLaw	3	12/9/2019	Parkland	3. The project's purpose must include a plan to improve the quality and extent of the Charles River parkland, the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge.	See Response to Frequently Received Comment #2.
1391	MLaw	4	12/9/2019	Transit	4. MassDOT must provide a detailed plan to effectively mitigate travel disruptions during the 10-year construction period. No additional rail or bus service has yet been described or offered and no commitment has been made to keeping two tracks in service on the Framingham-Worcester Line during construction.	See Response to Frequently Received Comment #9.
1392	MLaw	5	12/9/2019	Staging	5. The construction plan described by MassDOT will have significant impacts on the Charles River for 10+ years. Project planning must include further review of design and construction alternatives to ensure that these impacts are mitigated and reduced to the greatest extent possible.	See Responses to Frequently Received Comments #8 and #9.
1393	MLaw	2	12/12/2019	Pedestrian/Bike access	2. The walking and biking connections provided in MassDOT's proposal do not include the connections that we need between the Charles River path and Allston Village or Commonwealth Avenue including: a safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design; a footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths; and a new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
1394	MLaz	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1395	MLee	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1396	MLeh	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1397	MLi	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1398	MLi	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
1399	MLib	1	12/11/2019	River users impacts	I am writing to express my that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives described in Section 5.4 of the Scoping Summary Report will be described in the Draft Environmental Impact Statement.
1400	MLoe	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1401	MMcN	1	11/7/2019	Background, Transit	Thank you very much and thank you for preparing this scoping document. It's really valuable to have that information available. There are a couple of questions that I have though. One, when we talked about that there'll be some construction phases where we'll be down to a single track, the Worcester line down to a single track. I was hoping you'd be more specific in actually what that meant in terms of prior to that so people that get constraint. Honestly, people from Metro West, Worcester, and Central Massachusetts that pick that line will see a major impact on our ability to work. And understanding what that would mean in the document would be great. Additionally, document doesn't disclose the construction duration period for each of the alternatives. Thirdly, the document doesn't include any estimation of the cost of each of the various alternatives. I think that's important to be in consideration as cost can conflict with construction and the life cycle costs of the assets. So, understanding the duration of each alternative, their cost, life cycle cost, and what these elements mean for when the construction phases bring us down to a single track.	See Responses to Frequently Received Comments #9 and #10. More complete estimates of cost and construction period impacts will be included in the DEIS.
1402	MMcN	2	12/4/2019	rail service	As we know, this area is going to be very impacted by construction because of people taking the Turnpike in, and it's an eight to ten-year project. We also have a commuter rail line that's going to be impacted as well. The extent is pretty significant. Page 33 of the Scoping Report, when it refers to the Soldier's Field Road Hybrid option which is the option that's moving forward in the process says that the Worcester Main Line is also impacted because of space constraints because of the construction; one of the two tracks will require disclosure for up to half the duration of construction. That's four to five years with one track. I don't know how many of you used to take the train when it was a single-track operation. I did, and I know what happens; you stop, and you wait and wait for another train to pass. That's very disruptive. Framingham has about five major developments going in within reasonable proximity to a train station. Correct me if I'm wrong, it's 1800 or 2000 units. If the train doesn't work well, it's going to impact the success of those units and the success of the downtown revitalization. That's a very long time for the train to be down to a single track. It will impact a lot here, not only for the commuters going in but in our regional corridor. The question is, what is the plan for that connection? The connections seem to be what's holding back an at-grade or a modified at-grade option for the DEIR. the throat option at the top of page 33 says that construction staging for this option will necessarily require more time than other throat options to move major utilities, construct temporary trestles, and sequentially construct the proposed intercity rail infrastructure. It's saying that the option that we selected is going to take more time than the other throat options. That's a concern. The at-grade option was dismissed as not meeting purpose and need, primarily because there would not be a neighborhood connection for people from Allston, Brighton, Brookline, and Boston University to give them access to the Charles River, so they can walk over non-motorized access. I know there are other environmental concerns with permitting. I don't understand it. I don't see that connection, which seems to be a significant issue. It's important that the people in the neighborhood that are impacted get their services, but it also impacts us. I don't see in the SFR Hybrid option, how direct that connection is. It would make sense if it was an at-grade option, that option could be more direct and not have to go around a viaduct.	See Responses to Frequently Received Comments #9 and #10.
1403	MMed	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1404	MMem	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1405	MMem2	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1406	Mmill	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1407	MMon	1	12/11/2019	Franklin Street Bridge, Agganis Way	Hello, Thank you for your work on this project. I oppose the currently proposed design of the future Franklin Street footbridge. Although it may be the easiest option, a footbridge design with switchbacks is outdated and unsafe. It is not the best option for pedestrians and cyclists moving through the area. Please re-think this design to eliminate switchbacks and provide a straight, wide, and easy to interpret approach, ascent, and descent. The Frances Appleton footbridge exhibits a design I would like to see mimicked in the new Franklin Street footbridge. Additionally, I hope you will give more consideration to the creation of a bike/ped path connecting Allston Village and a new footbridge near Agganis Arena. I am in support of this proposed bike/ped path for the increased connectivity it will provide throughout the neighborhood, especially for those heading to West Station on foot or bicycle.	See Response to Frequently Received Comment #4.
1408	MMoo	1	12/12/2019	River Street access	Dear Jeff and Michael, As a resident of Granite Street, one block northeast of and parallel to Memorial Drive directly across from the elevated section of I-90, I am writing with my comments on the NEPA scoping document for I-90. I am an architect and planner, and a lifelong resident of the Boston area, having grown up in the South End since the mid-60's, and living in 'south' Cambridgeport since 2002. I support all the recommendations and comments made by my neighbor Henrietta Davis in her 9/11/19 letter sent to you. I want to echo in particular her item #2 comment, which is to retain a right hand exit off Soldiers Field Road/Storrow Drive west onto the River Street bridge. It would be a major inconvenience for Cambridge residents in this area and others to lose the River St exit/access point. Removing the direct exit would increase traffic at the JFK street and at the Mass Ave bridges and from there into our general neighborhood, and the proposed option of sending that traffic through the streets of the Allston Landing project is not a satisfactory alternative. I have not heard of, and cannot think of, any reasonable explanation for not keeping this exit. The only argument I have seen is that keeping the exit would reduce the width of a proposed green area along the river in that immediate area; this makes no logical sense, as the lack of a short stretch of green area in no way justifies taking away a direct access that serves residents and passers though to Riverside, Cambridgeport, Central Sq. and beyond. This direct exit will be even more useful as the Allston Landing work and the cities on both sides of the river continue to develop.	See Response to Frequently Received Comment #11.
1409	MO	1	12/12/2019	Noise impacts, shoreline restoration, West Station, Bike/ped access	Here is a copy of an email I wrote to Jeff McEwen and Michael O'Dowd at the MA Department of Transportation: Dear Mr. McEwen and Mr. O'Dowd, I am writing in support of a recent letter to you, dated Dec. 9, 2019, by Cambridge Community I-90 Task Force Representative Henrietta Davis (and from which I am borrowing liberally). As a resident of Cambridgeport who lives a few blocks from the river and works in Allston, I urge you to address these important concerns: 1. Noise and Other Impacts of the Proposed “Temporary” Bridge. It is essential to thoroughly evaluate the impact of noise, traffic, pollution and other damage to the river that will be expected from the construction, operation, and eventual demolition of a proposed “temporary” bridge in the river for the project’s expected 10-year construction period. Much has been done in recent years to improve the Magazine Beach area and this bridge will be barely more than a football field's length from this area. 2. Restoration and Permanent Improvement of the River and River-edge. This project offers a once-in-a-lifetime opportunity to improve the river edge on the Allston side. The temporary roadway on/over the river should be designed using fill, so that when it is removed some or all of the fill can remain to improve the current eroded, unsafe, and unappealing man-made river edge and provide an enhanced pathway and parkland system. 3. Development of West Station as a Truly Regional Hub with Service along the Grand Junction (GJ) to Cambridge, including a rebuilt bridge across the Charles River. The Boston Globe recently shone a light on the state of transportation in Boston. If Boston wants to continue growing as a city and attracting business and young people it needs improved public transit and non-car modes of moving people around. 4. Specific Inclusion of Improvements to the Regional System of Pathways for Pedestrians and Cyclists. Please use this project to enhance pedestrian and cyclist routes across the river and connecting Cambridge and Boston. Given the demographics of the area and the increase in bike traffic, this would be a big win for people and the environment. Thank you for your time and attention.	See Responses to Frequently Received Comments #6, #8, and #9.
1410	MO'C	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1411	MOl	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1412	MOr	1	11/26/2019	bike/ped access, West Station	The proposed plan is great to see the State being forward-thinking. Unfortunately, I don't believe it serves the community as well as it should. A better pedestrian and bike connection at Franklin St is critical, as is a footbridge connecting Agganis Arena area of BU to the Charles River. The River is such a great asset and it's so hard to access the River between the BU bridge and Western Ave. Furthermore, West Station could serve as an incredible asset to Boston and the greater Boston area. Frequent service at a commuter rail stop like this, as voted on and approved by the MBTA board, should be proposed. The current corridor near the Pike, Storrow Drive and Charles River is horrendous. On the heels of the Boston Globe spotlight on transportation, the State needs to be thinking outside the box to reduce the burdens of traffic on MA. Unlike more sprawled communities like LA, Chicago, and Houston-- there is no more land to expand highways, roads, etc. We need the State to be moving at lightspeed to improve public transit, biking and walking options. If the State is to continue to prosper, the traffic issue must be seriously considered. thanks for reading my comments. And thanks for your service to the community,	See Response to Frequently Received Comment #4.
1413	MP	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1414	MPH	1	12/10/2019	Parkland	We are writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts. We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4 and #9.
1415	MPH	2	12/10/2019	Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave and the People's Pike path with the Charles River paths	See Response to Frequently Received Comment #4.
1416	MPH	3	12/10/2019	Ped/ bike access	3. A new I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive and has no hairpin turns	See Response to Frequently Received Comment #4.
1417	MPH	4	12/10/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1418	MPH	5	12/10/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used be trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
1419	MPH	6	12/10/2019	Bypass road	6. The Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
1420	MPH	7	12/10/2019	Noise Impacts	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
1421	MPH	8	12/10/2019	highway lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
1422	MPH	9	12/10/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project, including a public process to update the 2014 design	See Response to Frequently Received Comment #9.

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1423	MPH	10	12/10/2019	Transit	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Responses to Frequently Received Comments #9 and #10.
1424	MPH	11	12/10/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1425	MPH	12	12/10/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service and the inability to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
1426	MPH	13	12/10/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project. This is needed to allow passenger rail between West Stat	See Response to Frequently Received Comment #6.
1427	MPH	14	12/10/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This is part of the I90 Allston project but MassDOT has provided few details about its design. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
1428	MPH	15	12/10/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
1429	MR/BCHigh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1430	MRL	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1431	MRom	1	12/11/2019	Staging, Pedestrian/Bike Paths, Parkland, West Station, Buses, Transit	As a scientist pursuing a PhD at Northeastern university I study the toxic algal blooms that occur along the river each summer. These blooms are fueled by storm-water runoff, increasing water temperatures, and a disturbed ecology. The construction and operation of a multi lane road within the river will result in increased nutrient pollution and exacerbate these blooms. The relocation of soldiers field road has the potential to undermine decades of substantial progress toward the goal of a restored river that is safe for swimming and fishing. I urge you to fully consider the environmental impact of this project and to consider alternative staging strategies. As a resident of Lower Allston I see this project as a once in a lifetime opportunity to invest in a transit system that will connect our region, provide an alternative to grid-lock, and allow for the less-car dependant future envisioned by goBoston 2030. I urge the following 9 points 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #7, #8 and #9.

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1432	MRoz	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. It seems your designers are not aware of the enormous economic and ecologic value of the river as well as the river boat traffic. Don't do the city a disservice. World famous for its rowing water, world famous for the rowers it develops, they will go elsewhere and not come back. Rowing opportunities are also an additional benefit to many of the biotech and university temporary inhabitants of the Boston area.	See Response to Frequently Received Comment #8.
1433	MRP	1	12/13/19	river impacts, River users impacts, staging	Dear Mr. O'Dowd, Why is it that transportation planners believe that roads are more important than rivers? How shocking that MassDOT is thinking of .I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1434	MSai	1	12/10/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I have learned with alarm about the recent MassDOT plan and am writing to share my concern. I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. I look forward to hearing about alternative measures to move forward.	See Response to Frequently Received Comment #8.
1435	MSim	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Every great city has a great river and the Charles is ours in Boston/Cambridge. Please don't disturb it any more than it already is and instead treat it as the gem that it is to our community and overall wellbeing. Thank you for your attention to this important matter.	See Response to Frequently Received Comment #8.
1436	MSwo	1	12/7/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1437	MTer	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1438	MTur	1	11/25/2019	staging, bike/ped access, People's Pike	To Whom it Concerns, I am writing to strongly oppose the current construction plans for a Soldiers Field Road bridge over the Charles River and a metal retaining wall for the next ten years. I endorse and encourage you to incorporate the suggestions of the "People's Pike" plan for walking and biking paths and finding an option with less disruption to the river corridor.	See Response to Frequently Received Comment #8.
1439	MWa	1	12/12/2019	River impacts, pollution, bridges, river users' impacts	Dear Mr. O'Dowd, I'm writing to you to express my concerns regarding MassDOT's plan to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. I urge you to fully vet alternative approaches to staging and construction that will not harm our iconic river. While MassDOT has said this disruption would be "temporary," 8-10 years (or longer) will not feel temporary to constituents who kayak, canoe, row, sail, or fish on the river on a regular basis. Moreover, these "temporary" conditions will stretch over multiple generations of elected officials, construction managers, and river users. Predictable environmental impacts to the river will be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms. The aquatic ecosystem, including fish, birds, and wildlife, will be put at significant risk. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. Please also consider the following: • If the bridge is required, minimize its length and distance from the shore. • If the bridge is required, minimize the duration it is needed. • Provide a comprehensive plan for a full river bottom restoration in the area around the project at the conclusion of construction. • Provide a comprehensive plan for dredging the river bottom to remove the potentially toxic infill from the area surrounding, and downstream from, the construction area. • Provide a comprehensive plan to restore the wetlands (shore) along the Paul Dudley White path and any other areas impacted by the construction project. Thank you for your attention and consideration of this important matter.	See Response to Frequently Received Comment #8.
1440	MWat	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. My two children both row out of CRI in Brighton and this project would have horrible effects on the health and safety of the many rowing teams that practice and race on the Charles every day from March through November. Boston has restored a jewel in the Charles River. Don't turn back the clock.	See Response to Frequently Received Comment #8.
1441	MWh	1	12/9/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1442	MWol	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1443	MWRA	1	12/11/2019	Utilities	Thank you for the opportunity to comment on the I-90 Allston Multimodal Project NEPA Review Scoping Report. MWRA's comments on the report are attached. On behalf of the Massachusetts Water Resources Authority (MWRA) please find below comments on the Interstate 90 (1-90) Allston Multimodal Project as described in the November 6, 2019 National Environmental Policy Act (NEPA) Review Scoping Report. MWRA would also like to acknowledge that we appreciate the opportunity to engage in this planning process as a participating agency. The MWRA is a public authority established by an act of the Legislature in 1984 to provide wholesale water and sewer services to 3.1 million people and more than 5,500 large industrial users in 61 metropolitan Boston communities. MWRA is committed to operating its water and sewer systems in a manner that ensures public health, safety, and environmental protection.	Noted.
1444	MWRA	2	12/11/2019	Utilities	As noted in the project plan, MWRA has existing 60 inch water and wastewater mains that run directly alongside or underneath the "Throat Area" of 1-90. Realignment or rehabilitation of the Throat Area of 1-90 will have significant impacts on existing MWRA water and wastewater infrastructure in the area. In addition to the inherent complexities of moving, or placing out of service any of these pieces of large infrastructure, substantial permitting and various layers of approvals will be required, in addition to legislation to remove existing easements should infrastructure be relocated.	Noted. MassDOT and FHWA will continue to coordinate with MWRA throughout the environmental review process.
1445	MWRA	3	12/11/2019	Utilities	MWRA's 60 inch wastewater line that runs alongside the existing highway is also referred to as the South Charles River Valley Sewer (SCRVS). The SCRVS transports wastewater from Waltham, Newton, Watertown, Allston, and Brighton, conveying through this area, on an average day with no precipitation, 24 million gallons of wastewater to MWRA's Deer Island Treatment Plant (DITP). This is a gravity fed, brick sewer, circa 1890. Unlike the water system, MWRA's sewer system has limited redundancy. Any major rehabilitation of this 1-90 corridor or the proposed realignment of the 1-90 Throat Area would significantly impact this sewer. Realignment of the Throat Area would require the relocation of approximately 2,300 feet of the SC RVS so that the sewer remains accessible for maintenance and repair and is not buried underneath 1-90. Given the characteristics and size of the SCRVS, moving this sewer will be very complicated in part because there is no alternative sewer piping in place. Hydraulic modeling will be required for all engineering designs to determine if a new SCRVS alignment will effectively transport wastewater from the upstream communities to DITP.	Noted. MassDOT and FHWA will continue to coordinate with MWRA throughout the environmental review process.
1446	MWRA	4	12/11/2019	Utilities	MWRA also has a 60 inch water main that runs perpendicular to the 1-90 Throat Area, crossing underneath the highway from Allston towards Cambridge. This water main may also need to be relocated should plans to realign the 1-90 Throat Area move forward. MWRA water mains cannot be taken off-line during the peak demand season, which runs between May 15th and September 15th of each year. In addition to this 60 inch water main, there is a 48 inch water main and the deep rock City Tunnel Extension in the area which will need to be considered during any construction on 1-90.	Noted. MassDOT and FHWA will continue to coordinate with MWRA throughout the environmental review process.
1447	MWRA	5	12/11/2019	Utilities	As noted in Section 4.3 of the Scoping Report, Section 8{m) of chapter 372 of the Acts of 1984 enables MWRA to issue permits to other entities to build, construct, excavate, or cross within an easement or other property interest held by MWRA. During the 8(m) permitting process, MWRA will work with the Federal Highway Administration (FHWA) and Massachusetts Department of Transportation (MassDOT) to develop and permit all work so that it is protective of existing or new MWRA infrastructure and does not result in any interruptions in service.	Noted. MassDOT and FHWA will continue to coordinate with MWRA throughout the environmental review process.
1448	MWRA	6	12/11/2019	Utilities	MWRA provides an essential public service. The rehabilitation and particularly the realignment of the 1-90 Throat Area will have significant impacts on MWRA's infrastructure and our ability to provide service to many of our communities during construction. MWRA is committed to working with MassDOT and the FHWA as a project approach is finalized and planning begins to ensure that our communities our adequately served throughout and following the completion of this project.	Noted. MassDOT and FHWA will continue to coordinate with MWRA throughout the environmental review process.
1449	MZha	1	12/11/2019	Staging, River impacts, river users impacts	Dear Madam/Sir, I object to the placement of a "temporary" bridge over the Charles River to relocate Soldiers Field Road during the I-90 reconstruction project. This structure will impede access to the river for 10 or more years--the currently scheduled duration of construction. It will endanger the well-being of our rowers, the rowing community, and the river.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1450	MZur	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I have read the reports on MassDOT's plan to build a road and bike/running path in the Charles River during the reconstruction of I-90. While I realize that the highway must be straightened and the viaduct must be replaced, I believe that building a road above the river that will remain in place for up to 10 years is not the best approach. I worry about the environmental impact this will have - as oil and other chemicals are washed into the river below. I also worry that the bike and running path will ice over quickly in the winter and cause many injuries, since bridges and temporary structures will obviously freeze over faster than the ground. I use this path to run to work on a normal basis, and while it is already too narrow and crowded at rush hour, I worry that this temporary path will be even worse. I also worry about the type of chemicals that will be used to maintain this road and path and how those will also wash off into the river. I hope MassDOT will look at other options to complete this project.	See Response to Frequently Received Comment #8.
1451	NA	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1452	NABB	1	12/13/19	Traffic Impacts, Charles River	Dear Mr. McEwen and Mr. O'Dowd and the Allston I-90 Project Team, The Neighborhood Association of the Back Bay (NABB) submits this letter to offer a few comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. Our Back Bay Boston neighborhood connects to Allston by Storrow Drive and the Charles River. We are profoundly affected by any project, both through construction and the ultimate design. Specific concerns of the Neighborhood Association of the Back Bay (NABB) include the immense impact of any deterioration of the river at and around the site of construction and upon the river further downstream where it passes by Back Bay, and the impact on traffic coming from and going to the west and hence to and from and through the Back Bay, along Storrow Drive and the Pike. Some portion of this traffic uses on and off ramps in or directly feeding into the Back Bay. Several key streets in the Back Bay are regularly congested and clogged up as it is, and could be significantly affected by the impact of construction and changes at the Mass Pike/Allston interchange. This is once-in-a-lifetime project that offers the potential to greatly improve these concerns and regional transportation, as well as the health and accessibility of the Charles River and its parks. We commend Senator William Brownsberger for his leadership on Transportation issues and support the points raised in his December 11th letter to you.	See Responses to Frequently Received Comments #2, #8, and #9.
1453	NBon	1	12/10/2019	trains, river impacts,	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I'm concerned about the proposed project plan. I use the express buses and the Charles river bike path to commute from Waltham to downtown Boston every day. The current plan sounds like tons of extra congestion and slowdown for the buses and trains that should be taking the load off of the pike, as well as environmental impacts on the bike lane. We need BETTER train service, not worse, and to put in an HOV or bus lane onto the pike. That way people will be encouraged to take public transportation instead of further clogging the roads with single-occupant car traffic. Finally, I'm concerned about the environmental impact to the river by building the viaduct. I think this could be a great opportunity to improve the river area, but the current plan to build a bridge in the Charles river and replace natural shoreline with a metal wall is a bad idea. I think the ABC "at-grade" alternative is the best path forward.	See Responses to Frequently Received Comments #3, #8, and #9.
1454	NBuc	1	11/25/2019	river impacts, West Station, bike/ped access	You have to upgrade the project. A metal wall along the river? At this time of increased awareness of flood control? At this time of increased awareness of the value of increase biodiversity and its effects on bring carbon from the atmosphere into places like the mucky carbon rich river bottoms? The river wall helps to filter what comes off of land into the water. The river wall is a part of a healthy river in ways that we don't even completely understand. And one train an hour in West Station? This is not enough for today's commuters, let alone future commuters. There must be easy access for both cyclists and pedestrians as these modes become more popular. And we need these modes to decrease car traffic that is now at disastrous proportions to the lifestyle of the workers of the Boston area. Please rethink this. Do it right the first time. Let us be happy with what has been built.	See Responses to Frequently Received Comments #2, #4, and #8.
1455	NDies	1	12/13/19	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1456	NDo	1	12/12/2019	rail, Franklin St Bridge, People's Pike, layover, West Station, bus lanes, mitigation	Dear DOT of Massachusetts: We must not waste this opportunity to move our public transit into the 21st century ! The Mass Pike project should be for the people of Boston, living in a sustainable future! Some recommendations: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston 3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths 4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. 5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station 6. Dedicated bus lanes on new city streets and the Mass Pike 7. Worcester Line upgrades for more frequent and reliable service both during and after construction 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. 9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, #8 and #9.
1457	NDT	1	12/12/2019	West Station, Franklin St bike/ped access, construction staging, river impacts	Dear project team, I'm writing about the interchange project. As a long-time resident of Boston and a driver, cyclist, and pedestrian on I-90, Soldiers Field Road/Storrow, and the bike/running paths along them, I ask that you make this future looking project the best it can be for all of us. First, I urge you to accelerate and expand the construction of West Station to accommodate the future vision of electrified, frequent, and accessible commuter rail service to serve the Framingham/Worcester corridor and local Boston/Brookline/Cambridge neighborhoods surrounding it. The MBTA Board of Directors recently endorsed a plan to significantly increase the frequency of commuter rail service – MassDOT's plan for West Station must align with that vision. Also, the walking and biking connections provided in MassDOT's proposal do not include the connections that we need between the Charles River path and Allston Village or Comm Ave including: a safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design; a footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths; and a new park and multi-use path built as a buffer between the Wadsworth St. neighborhood and the train track. Finally, this project will have a significant impact on the Charles River and immediate surroundings for at least 10 years. The construction plan to temporarily route Soldiers Field Road over the Charles River will have significant detrimental impacts on the River. Project planning must include further review of design and construction alternatives to ensure that these environmental impacts are mitigated and reduced to the greatest extent possible. Thank you for your consideration and your work to make this project work for a resilient future of Boston and beyond.	See Responses to Frequently Received Comments #4, #7, #8, and #9.

#	ID	Number	Date	Topic	Comment	Response
1458	NE	1	12/11/2019	Ped/ bike access	Thank you for the opportunity to comment on the Allston I-90 NEPA Scoping Report. This project which includes rebuilding the I-90 Allston interchange on the Mass Pike and creating a major new transit station will have a huge and lasting impact on those of us who live nearby and on thousands of Metro area commuters. The physical changes involved are many: a new street pattern in Allston that opens up a huge swath of land that has been underutilized for years; a safe replacement for the I-90 viaduct; improved commuter rail service on the Framingham line along with the new West Station; and new infrastructure for automobiles, buses and trains. This letter will address only one of the many elements of the Project –namely, the opportunity presented by the I-90 Project to connect the Brookline and Allston neighborhoods (and points south) to the Charles River by means of new elevated pedestrian/bicycle platform/bridges from Commonwealth Avenue. We, the undersigned, write as Brookline residents of neighborhoods abutting Commonwealth Avenue; from where we live, we can see and hear the river but, unlike our fellow citizens in Cambridge, have long been prevented from being able to walk/bike to its the shoreline by virtue of the presence of the Pike viaduct and the rail lines. For us to get to the Charles, we have to travel about a mile to find a crossing that allows us to get to the parklands and the walking, biking, and running paths. Although we will also be affected by the many transportation and traffic changes and years of construction associated with this large complicated Project, for our response to the Scoping Report, we choose to focus only on the possible Agganis and BU Bridge Pedestrian/Bicycle Connectors which have received less attention than the traffic, rail and transportation infrastructure aspects of the Project. The I-90 Project has the potential to transform how people access the Charles River from the south, by introducing new bridge/platform structures that will add exciting new features to the riverscape. These new features not only open up a long swath of the riverfront to many new users, but the elevated platforms/bridges can become loci of new activities and offer passive pleasure in the spectacular views provided from their higher vantage points. The Build alternative described in the Scoping Report, however, does not include these platform/bridges as elements to be studied in the Draft Environmental Impact Statement (Draft Environmental Impact Statement). This is a deficiency in the report, one that must be corrected by adding and evaluating this element –Pedestrian/Bicycle Connectors from Commonwealth Avenue ---in the Draft Environmental Impact Statement. Only then can we arrive at the best design and engineering solution that can lead to introducing a necessary and long overdue connection to the Charles River from Commonwealth Avenue and points south. A new access route via an elevated platform will be a transformational benefit for those of us who, by virtue of our location, will inevitably be disadvantaged by the disruptions caused by the construction of the I-90 Project over its long duration. What better way to acknowledge the forbearance of the thousands of nearby residents of Allston and Brookline, and for the large constituency of walkers and bikers, than by taking all necessary steps –starting now -- by including a study of the above described Connectors as an element in the Project Scope to make such a connector happen. It is important that the elements of the Project include a reasonable, proportional and specific benefit for those who will disproportionately absorb its construction and long-term impacts. We appreciate your attention to the important issue raised in this letter. Thank you	See Responses to Frequently Received Comments #2 and #4.
1459	NewtonCC	1	12/12/2019	bike/ped construction impacts	As part of this project, a robust bicycling, pedestrian and transit network must be planned for, so that even as it is built around a highway, the area which is developed is a transit-first project, allowing most users to come to or traverse the area by transit, bicycling or walking. In addition, impacts on the Paul Dudley White Path and the Charles River, which is used extensively for recreation and transportation, must be minimized during construction and allow for drastic improvements once the project is complete.	See Responses to Frequently Received Comments #2 and #9.
1460	NewtonCC	2	12/12/2019	Worcester Main Line, multimodal connections	We were encouraged to see that several elements which are longstanding stakeholder priorities are included in the Purpose and Need. Specifically, in Section 2.2 Project Need, C.2 acknowledges the growing ridership on the Worcester Main Line and the need for new multimodal connections. Nonetheless, we want to elaborate on several items of concern regarding the Purpose and Need.	Noted.
1461	NewtonCC	3	12/12/2019	West Station	Service at West Station A future West Station must be built to accommodate significantly more rail service than is provided today. Since the most recent comment from the City Council, The MBTA Fiscal Management Control Board has voted to increase the frequency of commuter rail service both during peak and midday hours. The current plans for the station assume a minimal level of service would be provided with only 19 trains per day: less service than is provided even to the single-platform Newton stations. The design of West Station in the “Modified Flip” alternative (the only “build alternative” carried forward in the NEPA Scoping report) introduces unacceptable operational constraints that severely limit the frequency of service at the station. A full-capacity West Station with platforms accessed by at least four tracks will allow frequent service on both the Worcester Main Line as well as the Grand Junction. This will expand the universe of destinations accessible from Newton and further west significantly, with easy connections to employment centers in Harvard and Kendall Squares and North Station. It will not only serve current passengers who make a much longer connection through Downtown Boston, but will allow more passengers to use the rail corridor, reducing traffic on the already over-capacity Turnpike in Newton, reducing congestion and pollution.	See Responses to Frequently Received Comments #4 and #11.

#	ID	Number	Date	Topic	Comment	Response
1462	NewtonCC	4	12/12/2019	Mitigation, bus lanes, Worcester line	Mitigation for travel disruptions caused by construction The Mass Pike, which carries hundreds of thousands of vehicles per day, will have reduced capacity for much of the 10-year construction period. This is sure to cause increased congestion on the turnpike and spillover traffic in surrounding neighborhoods, with resulting impacts on air quality, economic activity, and safety, unless a comprehensive plan is implemented to facilitate increased usage of non-vehicular modes during construction. We would also suggest short-term improvements for the Worcester Line and express buses on the Turnpike to allow additional capacity during construction. These include, but not be limited to: • Bus lanes for Turnpike express buses, particularly the 500-series buses serving Newton, Brighton, Watertown and Waltham, which currently must cope with the same congestion as autos on the Turnpike. • Fast-tracking of improvements for the Newton stations, including platforms on both sides, to allow more service—particularly reverse-peak—and to reduce the inefficiency currently experienced by Worcester Line trains which have to switch to a single track to serve Newton stations. • Additional equipment to operate more Worcester Line service.	See Response to Frequently Received Comment #9.
1463	NewtonCC	5	12/12/2019	bike/ped access during construction	Improvement of riverside paths and the replacement of the Grand Junction Bridge superstructure over the Charles River. In addition to the highway and rail portions of the project, the Paul Dudley White Path will be impacted during and after construction. Many Newton residents use these paths to commute downtown by bicycle in a safe environment. These must be kept open during construction, and improved after construction to allow safer facilities and access between the river and destinations in Boston and Cambridge, in the case of Cambridge, via the Grand Junction bridge. The shutdown of the Grand Junction during the project will allow ample time to replace the superstructure of the bridge (and inspect the substructure as well) so that it can provide frequent transit service once the line is reopened. This will benefit Newton residents by allowing easier access to and from Kendall Square by both transit and bicycle.	See Responses to Frequently Received Comments #2, #6, and #9.
1464	NewtonCC	6	12/12/2019	staging, river impacts	Lastly, we are extremely concerned about MassDOT's plan to construct and operate a multi lane road within the Charles River for 8-10 years. This will result in increased nutrient pollution and exacerbate cyanobacteria blooms, and has the potential to undermine decades of substantial progress we have accomplished in terms of restoring the iconic Charles River, a water body that means so much to the residents of Newton and all other watershed communities. We respectfully request that you demonstrate alternative approaches that do not entail building a road in the river for any period of time.	See Response to Frequently Received Comment #8.
1465	NFil	1	11/14/2019	West Station	Dear I90 team: Please ensure that West Station has no single tracking or other issues that potentially impede high frequency service.	See Responses to Frequently Received Comments #4 and #10.
1466	NGar	1	11/17/2019	Ped/ bike access	I recently saw the plans for the overpass bridge. There is an opportunity to reconnect people to the river, to reconnect a neighborhood, and make convenient connections for bikers and walkers which will allow some to not use their cars with this bridge. The switchback on the Lincoln Street side and 3 switchbacks on the Harvard Ave/Cambridge Street side would not allow this and would leave this area a dead zone. I ask you to put people first. Think about moving more "people" not cars. Be bold. Create an icon or at the least something that makes bikers and walkers feel wanted [making their hearts soar would be even better but…]. The new Frances Appleton Bridge is a game changer for many. There is a great opportunity, don't squander it. And please, please, please don't build what I saw in the current plan!	See Response to Frequently Received Comment #4.
1467	NGar2	1	11/27/2019	West Station	To whom it may concern, Given our current local policies [complete streets, VisionZero, emissions reduction], our now famous congestion, and the trend toward livable cities—something needs to be done. This billion-dollar project has the potential to make real inroads on all of these. The car is no longer king, it's time to bring a better balance of people driving, walking, taking transit takers and cycling. You have the opportunity to improve the commute regionally for untold numbers of people on a daily basis. I implore you to include all of the following in this projects: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1468	NGar2	2	11/27/2019	Ped/ bike access	2. A safe and attractive crossing for people walking/biking at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1469	NGar2	3	11/27/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1470	NGar2	4	11/27/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1471	NGar2	5	11/27/2019	West Station	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
1472	NGar2	6	11/27/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1473	NGar2	7	11/27/2019	trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
1474	NGar2	8	11/27/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1475	NGar2	9	11/27/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction. Your help on these can solve a lot of today's problems that are effecting our state. Thank you for your consideration and action on these items - PS I dream of a day there is regional transportation that one could truly rely on. Especially given the fact that we have an aging population that needs alternatives to driving.	See Response to Frequently Received Comment #9.
1476	NGol	1	12/12/2019	staging, railyard, shoreline, Agganis, West Station, bus lanes, transit mitigation	Dear Allston I-90 Project Team, I am writing to give my comments on Mass DOT's current project plan for the Mass Pike Allston Interchange project. I am a member (i.e.., donor) of the Charles River Conservancy and completely agree with their positions on this huge project. First, I am rather horrified by the proposal to relocate Soldiers Field Road into the Charles River for a decade. Our river which has become much more beautiful and much less polluted can only be adversely affected by this proposed construction. Aside from the destruction of the natural shoreline and replacement of it with 1/2 mile of metal sheet pile wall, there is the major issue of chemicals used to de-ice the surface of the road ending up in the river and polluting it. Please do NOT do this to our river. Please do consider and analyze alternatives. Second, I don't live in the Wadsworth Street neighborhood, but I am concerned about the people who do. I understand that the current plan is for a new train storage rail yard. This would significantly decrease the quality of life for these residents. Instead, please consider a new park and multi-use path built as a buffer between the Wadsworth St. neighborhood and the train tracks. Please also consider the following design alternatives: —Restoring the Charles River shoreline and improving parkland and paths along the edge of the river —A new Franklin St. Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in the design —A footbridge at Agganis Way to connect Allston, Comm. Ave., and BU to the Charles River paths —Accelerating construction of West Station with a design that includes 4 tracks with no layup tracks for train storage and nothing that limits West Station's train capacity —Dedicated bus lanes on new city streets and the Mass Pike —Additional commuter rail or bus service during the construction period, especially for the Worcester commuter rail line Thank you for your attention to my comments.	See Responses to Frequently Received Comments #1, #2, #7, #8 and #9.
1477	NKau	1	12/10/2019	Transit	Dear MassDOT, I am writing to express some of my concerns with the I-90 construction project plans and to offer some suggestions for improvement. This project is a once-in-a-generation opportunity to show people who live closer to the city what the world could look like if they forgo their car and take public transit, walk, or bike. To that end, we need to make these options not only viable throughout the course of the project, but more favorable, so that people get "hooked" on non-car modes of transportation, which will have innumerable positive impacts for the future of our region. I strongly urge MassDOT to do the following: - Add significant additional rail and bus service to mitigate travel disruptions, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1478	NKau	2	12/10/2019	West Station	- Accelerate the construction of the West St. station and add more tracks so that trains can run every 15 minutes. The design of West Station should include four tracks with no layup tracks for train storage and nothing that limits the station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1479	NKau	3	12/10/2019	Ped/ bike access	- Change the proposed design of the Franklin Street pedestrian bridge to create a safer and better design, particularly for cyclists. This bridge is a major bike route, but it includes 4 hairpin turns. MassDOT needs to be encouraging biking through design, not treating it as an afterthought and making the cycling experience much less comfortable than driving.	See Response to Frequently Received Comment #4.
1480	NKau	4	12/10/2019	People's Pike	- The People's Pike — a linear park connecting the Franklin St. Footbridge, West Station, and the new Agganis Way Footbridge — must be included in the project.	See Response to Frequently Received Comment #4.

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1481	NKau	5	12/10/2019	Highway lanes	In addition to the imperative items listed above, I strongly suggest MassDOT also do the following: - All new streets built in Beacon Yards should be consistent with the City of Boston's Complete Streets and Vision Zero policies. Right now there are several intersections with 5+ lanes of vehicle traffic - this is not safe, and not acceptable.	Each of the streets within this new grid will provide facilities for pedestrians and bicyclists as well as for vehicular traffic. The design of the streets will be consistent with the latest MassDOT and City of Boston Complete Streets guidelines, and the vehicular cross-sections minimized to the extent practicable. However, the new street grid must be able to support the existing highway ramp traffic and the traffic associated with 7 to 8 million new square feet of Harvard University development in the immediate vicinity of the interchange. If insufficient capacity is provided within the new grid, then congestion and grid lock will result, with an accompanying degradation of the air quality within the project area. More importantly, without the appropriate capacity provided at the I-90 ramps, drivers will seek other routes through the community such as North Harvard Street, Western Avenue, Lincoln Street and Everett Street to avoid congestion within the new street grid.
1482	NKau	6	12/10/2019	Staging, pollution, river impacts	- The construction plan to temporarily route Soldiers Field Road over the Charles River will have significant detrimental impacts on the Charles River for 10+ years. Project planning must include further review of design and construction alternatives to ensure that these environmental impacts are mitigated and reduced to the greatest extent possible.	See Responses to Frequently Received Comments #8 and #9.
1483	NKau	7	12/10/2019	Ped/ bike access	- MassDOT's plan for the narrowest section between BU and the Charles River ("the throat") doesn't create enough space for walking and biking paths with a row of trees. Keep working on the "throat" section to find a solution that has less severe impacts on the Charles River and creates a better park when construction is done.	See Responses to Frequently Received Comments #2 and #8. Design of the Throat Area will continue to develop during the environmental review process.
1484	NKau	8	12/10/2019	Parkland	- The project's purpose must include a plan to improve the quality and extent of the Charles River parkland, the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge.	See Response to Frequently Received Comment #2.
1485	NKau	9	12/10/2019	Trains	- Build a new park and multi-use path instead of train storage in the Wadsworth St. neighborhood to serve as a buffer between homes and trains.	See Responses to Frequently Received Comments #1 and #4.
1486	NKau	10	12/10/2019	ped/ bike access, parkland, pollution, transit	- Build new bike/pedestrian connections from Commonwealth Ave. and the BU Bridge as part of the project.	A new ped/bike connection from Commonwealth Avenue to the PDW Path from the Agganis Way area via a bridge over the rail, I-90 and SFR is feasible for each of the Throat area options. However, this connection is outside the scope of this Project but is not precluded from being constructed in the future. Additionally, a ped/bike connection from the BU Bridge/Commonwealth Avenue area is feasible for the SFR Hybrid option but not for the Modified HV and At-Grade options. However, this connection is also outside the scope of this Project.
1487	NKo	1	12/10/2019	rail/transit, West Station	Add additional rail and bus service to mitigate travel disruptions. Accelerate the construction of the West St station and add more tracks so that trains can run every 15 minutes (a train once an hour is not sufficient!)	See Responses to Frequently Received Comments #4, #7, and #9.
1488	NLM	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1489	NMeh	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1490	NMy	1	12/9/2019	Parkland	Dear Allston I-90 Project Team, I am not up on the details of this project, but from what I read I want to urge you to do all possible to protect our open space and parkland. As our metropolitan area becomes ever more densely built up, it is crucially important to preserve vestiges of nature for people to retreat to. Open space that is invaded is very hard and expensive to recover.	See Response to Frequently Received Comment #2.

#	ID	Number	Date	Topic	Comment	Response
1491	NNer	1	12/2/2019	Flip, trains	* The "modified flip" design, based on the diagrams presented so far, appears to make it impossible for Worcester - South Station trains to serve West Station without encountering an effectively-single-track bottleneck at the junctions east of the station. This appears to be highly undesirable, especially since Boston's MBTA just voted to have frequent "rapid transit style" service on all the commuter lines. Can the design be tweaked, perhaps by changing the location of track switches so that a westbound and eastbound could proceed in parallel?	These issues have been alleviated with the updated Modified Flip rail layout. The updated three platform, four track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service.
1492	NNer	2	12/2/2019	Flip, trains	* The "modified flip" design appears to make West Station unusable as a transfer point between Grand Junction- / North Station-bound passenger train shuttles (proposed in the future) and Worcester-to-South Station-bound passenger trains, as they will interfere with each other at grade in the junctions east of the station, creating a major congestion point. Both the original DEIR design and the original "flip" design enabled the use of West Station as a transfer point by having separate tracks and platforms for the Grand Junction tracks and the South Station bound tracks. This seems to be a loss of utility which should be redesigned.	The updated three platform, four track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service. The center shared platform would allow for transfers between the WML and GJR.
1493	NNer	3	12/2/2019	Flip, trains	* Combined with the MBTA's desire to have frequent "rapid transit style" service on all commuter lines, the "modified flip" design appears to guarantee that West Station can ONLY be reliably served by trains going on the Grand Junction Line. This eliminates much of the value of West Station, but it could perhaps be redeemed if Boston Landing could be expanded as the transfer point instead, with four tracks at Boston Landing and east of there, but there seems to be no room to do this.	The Modified Flip has consistently allowed West Station to be served by both WML and future GJR service. The updated three platform, four track West Station design has been designed to ensure that West Station's design would not act as a constraint for future aspirational service and provides connections between WML and future GJR service.
1494	NNer	4	12/2/2019	Flip, trains	*As a result, I strongly advise modification of the "modified flip" to guarantee that a West Station-to-South-Station eastbound train, a South-Station-to-West Station westbound train, and a West Station-to-Grand-Junction train can all move simultaneously without interfering with each other. This is necessary to avoid creating a serious bottleneck. It should be possible to do this by changing the track layout on the junction on the east end. This must be done before any "overbuild" is contemplated.	The Modified Flip with the updated three platform, four track West Station design has been designed to ensure that West Station's design would not act as a constraint for future aspirational service and provides connections between WML and future GJR service.
1495	NNer	5	12/2/2019	Flip, trains	* Alternatively, the "modified flip" could be altered to add platforms on the Worcester Express Tracks, although this might require land acquisition on the south side.	The Modified Flip with the updated three platform, four track West Station design has been designed to ensure that West Station's design would not act as a constraint for future aspirational service and provides connections between WML and future GJR service.
1496	NNer	6	12/2/2019	Flip, trains	* Without one of these modifications, the "modified flip" does NOT provide sufficient facilities for the planned operations of MBTA (which include high-frequency "subway-like" electrified rail services on all corridors). The "flip" and "DEIR" designs DID provide sufficient facilities. If the "modified flip" is carried forward, with its severe deficiencies, then the "flip" and "DEIR" designs should be carried forward as well.	See Response to Frequently Received Comment #4.
1497	NNer	7	12/2/2019	Staging	* The proposal to build a highway over the Charles River for temporary use is a non-starter; it violates far, far too many environmental laws. It is certainly not worth evaluating it during a DEIR. Instead, during construction, it should simply be accepted that Soldiers Field Road will temporarily be closed, and traffic should be rerouted onto other roads during construction. Different traffic rerouting options should be studied in the DEIR. Thank you for your attention to detail.	See Response to Frequently Received Comment #8.
1498	NNG	1	12/7/2019	River impacts	Please consider alternative solutions that benefit the environment surrounding the Charles river	See Responses to Frequently Received Comments #2 and #8.
1499	NO	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1500	NPat	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your consideration	See Response to Frequently Received Comment #8.

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1501	NPet	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1502	NPf	1	12/12/2019	River users impacts	Dear Sirs, As a rower, I would like to see the temporary bridge connector to Rt 90 not installed. This would be a grave issue for rowers, creating an additional obstacle as well as narrowing an already overcrowded river to water traffic.	See Response to Frequently Received Comment #8.
1503	NPor	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1504	NRK	1	12/12/2019	SFR viaduct	I support the basic parameters of the preferred alternative identified in the Report, reflecting as they do decisions made by Secretary Stephanie Pollack in response to options developed by the Independent Review Team (IRT) in 2018. I support her decision to put both directions of Soldiers' Field Road (SFR) on a viaduct over the eastbound Turnpike lanes in order to put the rebuilt Turnpike 6-feet below ground level and provide space for an improved Paul Dudley White Path and related parkland – all described in the Scoping Report. From the start of my participation on the Task Force, the overarching theme for my past written comments, submitted in response to the DEIR and the report of the IRT, is support for improvements to the complex of highways, parkways, railroads, pathways, parks, and river to serve drivers, cyclists, walkers, and other users in a high quality multimodal system that will significantly improve transportation service, enhance the beauty and importance of this part of the Charles River Basin, and improve the overall environmental quality for those who live near the project, including the many residents of Cambridge.	See Section 2 - Purpose and Need of the Scoping Summary Report. Improvements to the transportation system and multimodal access within the Project is outlined in the Project's purpose and need. See Response to Frequently Received Comment #2.
1505	NRK	2	12/12/2019	Noise Impacts	To achieve this vision, four concerns missing from the Scoping Report need to be added: 1. Noise and Other Impacts of the Proposed "Temporary" Bridge. It is essential that there are an evaluation of harmful impacts of huge noise, pounding, traffic, and pollution and other damage to the river that will be expected from the construction, operation, and eventual demolition of a proposed "temporary" bridge in the river for the project's expected 10-year construction period. Currently the proposed scope exempts the construction period from evaluation. This is a dramatically new dimension to the project not previously part of the state's DEIR or the IRT. Cambridge would be the principal target of these negative impacts. I have consistently urged that the I-90 project reduce current acute detrimental noise levels; this proposed temporary bridge will make them dramatically worse. In addition, the run-off from the bridge and other harmful disturbances to the water and river bed need to be addressed. The devastating impacts of this proposed bridge – expected to be situated less than 400 feet from Magazine Beach and the Cambridge shore – on residents, drivers, boaters, other users, and the river itself need to be analyzed as an integral part of the project's NEPA review with as much breadth and rigor as the ultimate capital project itself, with the same objectives of avoidance, minimization, and mitigation. This detailed study of how to reduce these construction impacts needs to be added to the Scoping Report. Omitting this essential evaluation strains credulity.	See Responses to Frequently Received Comments #8 and #9. Construction impacts, including noise and vibration, of a reasonable range of alternatives (defined in the Scoping Summary Report) will be analyzed in the Draft Environmental Impact Statement.
1506	NRK	3	12/12/2019	shoreline restoration	Restoration and Permanent Improvement of the River and River-edge. Given the engineers' conclusion that the relocation of the Turnpike and SFR cannot be built without putting SFR temporarily in the river in the "throat" area, this roadway should be placed on fill extending from the bank of the river rather than on a "trestle" bridge out in the river, which would be closer to recreational uses on the Cambridge side of the river. The temporary roadway should be designed so that when SFR is removed from the fill, some or all of the fill should remain on a permanent basis to improve the current eroded, unsafe, and unsightly man-made river edge and provide an enhanced pathway and parkland system. Extending the edge at the "throat" would add much needed space to the riparian environment at what is now a bleak, inhospitable, and inaccessible part of the river's edge. Designing the fill to remain will also provide an opportunity to develop sound storm-water drainage and retention that would keep harmful salt and other highway contaminants from being dumped into the river, as would occur with the temporary bridge in the river. From an environmental point of view, extending the edge would ultimately be better for the river. And because this is one of the widest bends in the river, the impact to boating would be minimal, if not negligible. These permanent improvements are an essential result of the "all possible planning to minimize harm" that Section 4f of federal law requires, and should be a part of the preferred alternative.	See Responses to Frequently Received Comments #2, #8, and #9.

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1507	NRK	4	12/12/2019	West Station	3. Development of West Station as a Truly Regional Hub with Service along the Grand Junction (GJ) to Cambridge, including a rebuilt bridge across the Charles River. West Station will be important as more than one more stop on the commuter rail lines; it is essential that it be designed specifically to include, not simply to leave room for, transit shuttle service (of a technology to be determined) across the Charles River along the GJ's two tracks to Kendall Square and North Station. Since the preferred alternative includes the reconstruction of the GJ bridge across SFR, it should also include the reconstruction of the GJ bridge across the Charles River. That rebuilt bridge must accommodate not only the existing two rail track right-of-way but also a pathway for pedestrians and cyclists traveling between West Station, the Charles River, and Cambridge and Somerville. Service from West Station to Kendall and North Station is now included in the Rail Vision alternative recently voted as policy by the Fiscal Management Control Board; the GJ bridge over the Charles is required to make that service possible.	See Responses to Frequently Received Comments #4 and #6.
1508	NRK	5	12/12/2019	Agganis Way, ped/ bike access	Specific Inclusion of Improvements to the Regional System of Pathways for Pedestrians and Cyclists. The I-90 project provides an opportunity to dramatically improve the system of pathways for walkers, joggers, and bikers to reunite neighborhoods that were divided long ago by construction of the Turnpike and the railroads in this area and provide a pathway system that will be widely used by residents of Cambridge, Allston, Brighton, Brookline, and other communities. Alternatives widely supported by the Task Force are missing as essential components of the I-90 project in the Scoping Report. These include a ped/bike bridge between the BU/Commonwealth Avenue area at Agganis Way and the Charles River pathways; a park and pathway along the south side of the relocated Turnpike near Allston South; a connection between the BU Bridge and the river-edge paths; and the path mentioned above along the GJ to Cambridge and Somerville. These are all essential elements to make the "I-90 Allston Multimodal Project" truly multimodal.	See Responses to Frequently Received Comments #2 and #4.
1509	NSte	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. As a rower I am obviously concerned that the plans do not fully appreciate how extensively the river is used and the potentially significant negative safety ramifications of narrowing it. If a bridge must be created then keep it absolutely as close to shore as possible and consider the safety effects on the river traffic.	See Response to Frequently Received Comment #8.
1510	NW	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. As a longtime rower, this especially concerns me. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1511	NWei	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of the I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
1512	NWei	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be canceled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
1513	NYa	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1514	NYo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1515	PAM	1	12/10/2019	Staging, river/boaters impacts	Dear Allston I-90 Project Team; I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I understand that the plan calls for a temporary relocation of the Soldiers Field Road into a region that is currently part of the river. I hope this temporary road can be built without impinging on the waterway. Through most of each year I row alternate days on the Charles River (including today when the December freeze warmed up) and that stretch of water under threat is part of the route near my club, Riverside Boat Club. I am just one of many rowers whose route would be squeezed towards the fixed hazards on the Cambridge shore if the river is artificially narrowed by intrusive construction on the Boston shore. Before joining Riverside in 2006, I rowed on the Merrimack River sharing the boathouse used by the U. Mass. Lowell college rowers. It is near the Rourke Bridge, a "temporary" bridge that has passed its own half-century mark. While that bridge does not threaten rowers, it does serve as a reminder of the possibility (or likelihood) that a temporary bridge may remain in place much longer than initially envisioned. Thank you for your efforts to improve this project.	See Response to Frequently Received Comment #8.
1516	PBr	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1517	PC	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd: I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1518	PCam	1	12/12/2019	staging, river impacts, construction alt analysis, trestle pollution, traffic, bridges	I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: ● In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. ● MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." ● This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. ● Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. ● Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.

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1519	PCan	1	12/12/2019	staging, river impacts, trestle pollutants	I support the intent of the I-90 Multimodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: ● In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. ● MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded." ● This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any storm water runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. ● Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. ● Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineers can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious long term environmental risks to the river.	See Response to Frequently Received Comment #8.
1520	PCan	2	12/12/2019	staging, alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, why this trestle is necessary in the first place; the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives; the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, alternative configurations intended to minimize the structure's intrusion into the river; a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1521	PCar	1	12/12/2019	staging, river impacts, construction impact analysis, river users impacts	I am against the building of a trestle bridge in the Charles River during any part of the construction period, and I am requesting that there should be a review of the MassDOT's I-90 Allston Multimodal Project. The size of this project is significantly large, and will negatively impact the public river usage for a long time; hence, the public should have an access to the design process, and show that as stakeholders, they have fully understood the implications of this design. I recommend that the Project Team conduct transparent public review to gather informed feedbacks from the general public, public officials, and Charles River advocates. From my research, MassDOT's notice to the public failed to provide facts required by all federal and state environmental reviews, including: 1) Provide reasons as to why a trestle structure is the only option - what are the other design alternatives? 2) Provide an environmental impact study of the trestle bridge structure during and after construction, estimating the construction project's impact on noise level, air quality and water quality, 3) Provide an impact study of the current usage of the river by rowers, kayakers, power boaters, and other recreational users, 4) Provide a professional assessment of the potential safety issues to the river users by the trestle bridge, 5) Provide a model of how the river traffic patterns will change through the construction phases. Furthermore, I believe MassDOT did not earnestly consider the impact of this construction project on how the Charles River serves as one of the greatest water race venues in the world. These facts about the Charlies river are relevant here: 1) The Charles River is one of the busiest rowing rivers in the world. It is routine to see more than 4,000 rowers launch in a single day from boathouses from Boston to Newton. (Source: Charles River Alliance of Boaters) 2) The Head of the Charles Regatta is the world's largest two-day event with 11,000 athletes rowing in over 1,900 boats in 61 events. 3) The Head of the Charles River Regatta brings in 225,000 people to the Boston area and $72 million to the local economy. (Source: The Greater Boston Convention & Visitors Bureau) 4) The trestle bridge is planned to be located on a routinely used 1000m (1k) course used by rowers on the Charles River 5) This popular 1000m course is used for The Cromwell Cup, which is the largest summer regatta on the Charles River, and has well-over 600 competitors. The 10-year trestle bridge with a 2000 linear foot structure and the necessary construction equipment will displace rowers from where they actively row now. With the new obstructions, rowers will no longer have a safety buffer where we can easily move out of the way of larger boats. The trestle supports and the construction barges placed near the structure will be hazards to navigate around. It could create possible dangerous river traffic issues for rowers, kayakers and motorboats. All together the construction during the proposed ten-year period will likely to reduce the attractiveness and safety provision of the river for all rowing events. Hence, I am advocating that MassDOT does the right by the public stakeholders in reopening the public review of the project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1522	PCar	1	12/6/2019	Temp. Bridge	I recently learned about the Allston I-90 Interchange Improvement Project. Could you please provide me a picture/image of the Temporary Impacts over Charles River Waterway? Specifically, the temporary bridge from west of Boston University Bridge to around the spot on the bank where the river bends north towards River Street.	See Response to Frequently Received Comment #8 and Appendix C of the Scoping Summary Report.
1523	PDa	1	12/13/19	river impacts, River users impacts, staging	I am an active rower who regularly uses and enjoys the Charles River. I am sure you know that the iconic images of Boston feature rowers on the Charles. Now MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. The Charles is a recreational and environmental resource of the highest priority. It is not a sacrifice zone for a highway construction project. This proposal must be quickly abandoned.	See Responses to Frequently Received Comments #8 and #9.
1524	PDy	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1525	PF	1	12/7/2019	West Station	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. 1. The construction of West Station is not being accelerated, and the design of the tracks and station cannot accommodate the level of rail service that is needed.	See Responses to Frequently Received Comments #4 and #7.
1526	PF	2	12/7/2019	Ped/ bike access	2. The walking and biking connections provided in MassDOT's proposal do not include the connections that we need between the Charles River path and Allston Village or Commonwealth Avenue.	See Response to Frequently Received Comment #2. The 3L Re-Alignment alternative will include creation of new east-west at-grade connection to the Charles River Reservation via Cambridge Street South and the replacement of the existing non-compliant Franklin Street bridge over I-90 with a new pedestrian and bicycle bridge. The new pedestrian and bicycle bridge would meet Americans with Disabilities Act/Massachusetts Architectural Access Board (ADA/AAB) requirements and maintain convenient direct connections from the Franklin Street/Lincoln Street area to Cambridge Street/Allston Village.
1527	PF	3	12/7/2019	Parkland	3. The project's purpose must include a plan to improve the quality and extent of the Charles River parkland.	See Response to Frequently Received Comment #2.
1528	PF	4	12/7/2019	Transit	4. MassDOT must provide a detailed plan to effectively mitigate travel disruptions during the 10-year construction period.	See Response to Frequently Received Comment #9.
1529	PF	5	12/7/2019	Staging	5. The construction plan described by MassDOT will have significant impacts on the Charles River for 10+ years. Project planning must include further review of design and construction alternatives to ensure that these impacts are mitigated and reduced to the greatest extent possible.	See Responses to Frequently Received Comments #8 and #9.
1530	PG	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1531	PHe	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1532	PHoff	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1533	PHS	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1534	PI	1	12/10/2019	Modified at grade layout	As put forth in the Scoping Report, MassDOT selected the Soldiers Field Road (SFR) Hybrid Option for further review, while dismissing the at-grade option from further evaluation, concluding that the latter does not meet the project's purpose and need and would have permanent impact on natural resources. Along with other design elements, the SFR Hybrid option includes the construction of a new viaduct to elevate Soldiers Field Road and partially depress I-90 in a narrow section of the project referred to as the "throat" area. MassDOT also selected the "no build" option for further review as a matter of NEPA process. We recommend that MassDOT revise the Scoping Report and that a modified at-grade option for the throat area be submitted to FHWA for further review.	See Responses to Frequently Received Comments #3 and #8.
1535	PI	2	12/10/2019	Modified at grade layout	As explained below, the modification we propose is for the Paul Dudley White bicycle and pedestrian path (PDW Path) to be structured as a bridge over the river in the throat area away from the riverbank to provide for parkland with neighborhood access, similar to what was previously proposed by A Better City. The at-grade option as presented in the Scoping Report includes a cantilever bridge over the riverbank. With such modification, the at-grade option, here-after referred to as the modified at-grade option, should be reconsidered as meeting the purpose and need of the project and be eligible for more detailed analysis. The public interest, including in an accessible and enjoyable Charles River Reservation, may be best served by the modified at-grade option, which we therefore urge to be analyzed fully. The current construction plan relocates SFR and the PDW Path over the river for most of the Project's eight to ten-year projected duration and would require a substantial permitting process. One could argue that such a duration could reasonably be considered permanent and that maintaining the PDW Path over the river is a matter of common sense. An in-depth analysis of the modified at-grade option and the SFR Hybrid Option would be necessary under Section 4(f) of the USDOT Act of 1966 (further described below) to ensure that the design plan ultimately chosen would cause the least harm to properties defined by the act.	See Response to Frequently Received Comment #3.
1536	PI	3	12/10/2019	Alternatives analysis	The Scoping Report acknowledges that the SFR Hybrid Option "will necessarily require more time than other Throat options to move major utilities, construct the temporary trestle, and then sequentially construct the proposed This statement is a clear validation that analysis of another throat option is warranted.	See Response to Frequently Received Comment #3.
1537	PI	4	12/10/2019	construction impacts	The screening process in the Scoping Report does not consider construction costs, life-cycle costs, asset lifespans, or project construction durations, all of which will impact the overall environment in some fashion and will have significant daily impact on commuters from the west and other Turnpike users. Arguably, these users will be the most harmed during project construction and may wind up paying a large portion of its costs.	See Section 5.1 of the Scoping Summary Report. Cost and schedule are screening criteria established to determine the reasonability of proposed alternatives for the Project. During scoping, the cost screening criterion examined the relative capital cost for each preliminary alternative at a planning level of detail. Alternatives determined to have substantially greater cost would be dismissed from further analysis. Greater cost detail will be provided in the Draft Environmental Impact Statement. Likewise, the relative difficulty and length of the project schedule for a proposed alternative was used to determine if any preliminary alternative was demeed unreasonable due to schedule constraints associated with that alternative.
1538	PI	5	12/10/2019	Alternatives analysis	Additionally, the history of the Charles River includes numerous manmade alterations that have achieved favorable results. Much of its "natural beauty" was the result of human intervention, as discussed later in this paper. Even if MassDOT opts not to consider the modified at-grade option as meeting the project's purpose and need, FHWA may consider the alternative in preparing the EIS if it deems the alternative reasonable. According to the American Association of State Highway and Transportation Officials, "reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."	See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report.

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1539	PI	6	12/10/2019	construction impacts	The traffic and mobility impacts of MassDOT's proposal are unacceptable at a time when transportation infrastructure is heavily strained in the Boston region, which was recently found to have the worst congestion in the country. The Scoping Report states that MassDOT's preferred SFR Hybrid Option would hinder service on the Worcester Line during the eight-to-ten-year project, as "one of the two tracks would require closure for up to half the duration of construction."18 Such rail disruption to commuters from the economic engine of MetroWest and beyond would cause significant harm, especially since the Turnpike will be reduced from eight to six lanes with work zone slowdowns during construction. Failing to maintain adequate transit service for the I-90 corridor will exacerbate the long-standing inequity faced by these residents, who pay tolls while I-93 corridor commuters and most others do not.	See Responses to Frequently Received Comments #9 and #10. A Preferred Alternative will be identified in the Draft Environmental Impact Statement.
1540	PI	7	12/10/2019	geometry shifts	Additionally, the SFR Hybrid Option includes challenging geometry with shifts in the grade and curvature of the roadway relatively close to off-ramps along the Turnpike and SFR in the throat area. This regrading warrants further analysis of the potential safety risks and traffic flow slow-downs in comparison to an at-grade option.	See Response to Frequently Received Comment #3.
1541	PI	8	12/10/2019	Alternatives analysis	Major considerations for analyzing project alternatives —construction costs, life-cycle costs, asset lifespan, and project duration times — were not presented in the Scoping Report. Alternatives were screened by MassDOT based on what was defined as the project purpose and need, developed after input from numerous Project Task Force meetings and other public events. However, evaluating the alternatives without this vital information makes for an inadequate analysis. The modified at-grade option with a moderate intrusion into the river using a bridge to accommodate the PDW Path may result in lower construction costs, a longer infrastructure lifespan, lower life-cycle costs, and shorter construction time while minimizing harm to the environment, including the disruption faced by commuters as well as Allston-Brighton, Brookline, Cambridge, and Newton residents. All the same, MassDOT suggested the at-grade option be dismissed without further analysis.	See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report. A more detailed analysis of cost and schedule requirements of each alternative will be presented in the Draft Environmental Impact Statement.
1542	PI	9	12/10/2019	Ped/ bike access	The purpose and need of the project include providing more direct north-south pedestrian and bicycle neighborhood access to the Charles River Reservation, which is operated by the state Department of Conservation and Recreation. The Scoping Report notes that there was much public support for this connection as a northward extension of Harry Agganis Way. The schematics in the report do not include this connection for either the at-grade option (as presented) nor for the SFR Hybrid Option. Presumably, engineers designing such a connection would have more flexibility under the at-grade option than the SFR Hybrid Option because of its elevated structure.	See Responses to Frequently Received Comments #3 and #4.
1543	PI	10	12/10/2019	Mitigation for cantilever	In considering whether to dismiss an alternative, the Scoping Report notes that the alternatives to be considered must fully meet the purpose and need as defined in the report. MassDOT concluded that the at-grade option, featuring a 17-foot wide cantilever structure over the Charles River for the PDW Path, fails to meet the project's need because the structure would preclude non-motorized connections to the Charles River Reservation from Allston-Brighton and Boston University. Placing the PDW Path on a permanent bridge over the river should accommodate such connections. Mitigation for this intrusion could consist of: Soil treatment, re-grading, and beautification on the river by SFR and Harvard Business School, near the site most impacted by the new bike and pedestrian path's construction Sustainability improvements to stormwater and sewage overflow management infrastructure Investments in green infrastructure to deter the contamination of nearby beaches Use of dirt from the project site to cap nearby landfills and other waste disposal areas -Mandates for open space creation and sustainable drainage systems at Harvard's development sites -Riverbank improvements elsewhere along the Charles River	See Responses to Frequently Received Comments #3 and #9.
1544	PI	11	12/10/2019	Alternatives analysis	MassDOT should undertake a detailed analysis to compare the SFR Hybrid option to the modified at-grade option. Such factors as construction logistics and feasibility, environmental impacts, traffic operations, rail operations, construction costs and scheduling, and long-term infrastructure costs should all require consideration. Additionally, the reasonable feasibility of creating neighborhood connections to the Charles River Reservation should be fully analyzed under both the SFR Hybrid and the modified at-grade options. The inclusion of these considerations may expose additional shortcomings of the SFR Hybrid option. For example, the new SFR viaduct may have a similar lifespan as the current one and the public may face a similar issue when today's youth approach retirement.	See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report.
1545	PI	12	12/10/2019	environmental impacts	MassDOT is right to include plans for a pedestrian and bike path with access to the Charles River and new parkland. This should be an essential element of whatever plan is finally approved, but the design of the paths should be made with construction logistics in mind so as not to cause undue harm to western commuters and others. While "excessive permanent impacts to natural resources" are legitimate concerns, this screening criteria should consider the long history of man-made alterations to the Charles River, described later in this paper	See Response to Frequently Received Comment #3 and Section 5.4 of the Scoping Summary Report. Impacts, including construction impacts, will be described in the Draft Environmental Impact Statement.
1546	PI	13	12/10/2019	User impacts	Impact on Commuters and the Economy The Scoping Report indicates that foreseeable economic impacts on the regional and/or local economy must be considered. These include impact on development, taxes, accessibility and retail sales. There are several developments in the works along the Worcester Line that may be negatively impacted during construction. In Framingham alone, there are five new residential developments underway within reasonable proximity to the train station. Delays resulting from single-track operation and work zone slowdowns in the project area could affect the success of these and other projects in the corridor. Businesses and organizations like the soon-to-be Worcester Red Sox will rely on train service to and from Boston. A shorter construction duration is critical for the region's economy. The extent of state tax revenues derived from MetroWest and Central Massachusetts workers employed in Boston must also be considered because their ability to get to and from work will be heavily constrained. The Scoping Report also notes that any disproportionate impact that each design alternative may have on social groups, including those reliant on transit, should be considered.	See Responses to Frequently Received Comments #9 and #10.

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1547	PI	14	12/10/2019	User impacts	MassDOT should select a construction plan that has the shortest reasonable project duration with the least adverse impact on commuters. Workers commuting to Boston from the west and those traveling west from Boston are in for a decade or more of misery with lane and track reductions and work zone slow-downs. As commuters shift from I-90 to the city's secondary streets to avoid congestion, Allston-Brighton, Brookline, Cambridge, and Newton will also be hotspots for even more traffic and tailpipe emissions. While any construction of this magnitude would significantly disrupt commuters, the plan as proposed would create devastating, widespread, long-term consequences for Boston-area commuters, particularly those coming from the west. There are currently about 146,000 weekday trips daily on the Turnpike in the throat area and 18,600 daily Worcester Line trips.	See Responses to Frequently Received Comments #3, #9, and #10.
1548	PI	15	12/10/2019	rail	The impending I-90 congestion should incentivize automobile commuters to switch to public transit. Still, the extent of increased train service during construction is uncertain. It lacks any real solution for accommodating peak-hour travel demand in the Boston area and would negate recent commuter rail service quality improvements. The Worcester Line, which has recently increased its ridership faster than any other line in the commuter rail system, is the only other reasonable option for commuters. However, the line is slated to operate on a single track in the project area for up to half of the construction period. MassDOT should limit the potential for commuter disruptions by committing to two-track service for the project's duration, curtailing plans for a layover facility that would add train traffic on the line, and providing service at more frequent intervals throughout the day.	See Responses to Frequently Received Comments #9 and #10.
1549	PI	16	12/10/2019	economic impacts	The Boston-Worcester corridor, broadly characterized by a series of sub-regional hubs of industry and commuter towns, has had a major role in the state's economy and transportation networks for centuries, especially since the expansion of Boston's suburbs in the mid-1900s. Anchored by the formerly industrial cities of Worcester and Framingham, the region also contains some of the state's fastest-growing suburbs in Hopkinton and Sudbury.30 For east-west transportation, the area primarily relies on I-90, with Routes 9 and 20 prioritizing access to sub-regional businesses over mobility in places like the Natick Mall. The region thus depends largely on I-90 to move its large base of Boston commuters to and from work every day, in addition to the MBTA's commuter rail network. Below is a map of municipalities with significant transportation infrastructure (including I-90, Route 9, Route 20, MBTA Commuter Rail, and Route 135) connecting Boston and Worcester. Pioneer will use this "study area" as a basis for designing targeted mitigations for the project (	See Responses to Frequently Received Comments #9 and #10.
1550	PI	17	12/10/2019	economic impacts	Among the state's top 25 employers, 24 percent are based in this region. The project timeline is long enough that it may deter builders from pursuing business and residential development in the study area for the project's duration, potentially harming property values by restricting access to downtown Boston. Additionally, these employers routinely use I-90 to travel to and from Logan International Airport. Choosing a design that minimizes such risks is therefore essential to protect the region's and state's economy.	See Responses to Frequently Received Comments #9 and #10.
1551	PI	18	12/10/2019	West Station	The end benefit for I-90 corridor commuters should be substantial after a decade or more of disruption and should include a timeline from MassDOT for transit access to Cambridge from West Station. The newly constructed Turnpike should remain at eight lanes in the project area, especially with the increased activity resulting from Harvard University's development, which is projected to include 12,300 new jobs and 3,000 new housing units by 2040. Commuters should also be made aware of other significant projects that loom, particularly plans for the I-90/I-95 interchange area.	See Response to Frequently Received Comment #9.
1552	PI	19	12/10/2019	Congestion/ traffic impacts	The Turnpike's impending traffic woes will likely divert rush hour commuters onto secondary roads. However, according to the Metropolitan Area Planning Council (MAPC), daily vehicle trips on Route 9 are already operating at or near build-out levels east of Framingham. Route 9 also regularly carries over twice its free flow traffic capacity at rush hour between Newton Upper Falls and Brookline Village. Other alternatives (like Route 20) do not have the capacity to accommodate a large influx of rush hour vehicles. The long-term solution involves transit investments for the region that improve the utility of the commuter rail and regional bus networks. However, the state should pay for such investments in a way that acknowledges the long-standing burden placed on western commuters. In the 1950s, the Massachusetts Turnpike Authority sold some $239 million in bonds to finance its debts, to be repaid with toll revenue. The Authority's unfulfilled promise to eliminate tolls after repaying the bonds is the subject of ongoing controversy and, when considering tolls and gas taxes, I-90 travel from Framingham to Boston still costs commuters about 10 times more per mile than travel on I-93.While a project finance plan is not yet public, MassDOT is considering toll revenues as a funding source for a portion of the project. Ironically, those most adversely impacted by the project may also be paying for a large portion of it. The finance plan should be developed in a transparent manner with toll payer representation on a finance plan task force that should include other public participants. The Commonwealth should aggressively pursue federal funding to ease the inequity.	See Response to Frequently Received Comment #9.
1553	PI	20	12/10/2019	Congestion/ traffic impacts	To make matters worse for western commuters, another major construction project looms. The Turnpike viaduct over I-95, built eight years before the Allston viaduct, is also structurally deficient and could be a safety risk. It would seem prudent that the bridge be addressed now to ensure the two projects are not under construction concurrently.	MassDOT's intent is to move forward with the reconstruction of the I-90/I-95 interchange prior to the construction of the Allston I-90 Multimodal Project.
1554	PI	21	12/10/2019	Section 4(f)	The Ever-Changing Charles River and Section 4(f) of USDOT Act of 1966 At odds with an at-grade design is the potential that such a plan would permanently impact the Charles River, either with a bridge or fill. According to the Scoping Report, Section 4(f) of the Transportation Act of 1966 was enacted to ensure that the U.S. Secretary of Transportation develops "transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities."38 Section 4(f) of the US Department of Transportation Act of 1966 prohibits the FHWA from "using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use."39 A Section 4(f) review would be undertaken for both the SFR Hybrid Option and modified at-grade options because both affect a historic park and the Charles River Reservation.	See Response to Frequently Received Comment #3.

#	ID	Number	Date	Topic	Comment	Response
1555	PI	22	12/10/2019	River impacts	MassDOT has been hesitant to use the river as a resource on a permanent basis to create more space in the throat area. Even so, recent plans under the SFR Hybrid Option include installing a bridge over the river to reroute SFR and the PDW Path during construction that likely would exist for 10 years. While the plan is to remove this bridge after project completion, the river's history reveals that man-made alterations have achieved favorable results. Permanently keeping the PDW Path as a bridge in the river would allow space for other project elements to be constructed at-grade with improved parkland along the river in the throat area	See Responses to Frequently Received Comments #3 and #8.
1556	PI	23	12/10/2019	River impacts	The Charles has a long history of manipulation, fill, and diversion to suit the needs of human settlement and transportation. Rebuilding the PDW Path over the Charles River with a permanent bridge could be the next step in this history, contributing to the use of the river as a public space. This alternative design could also result in reduced shadows over DCR parkland that may result from an elevated SFR viaduct. Additionally, a bridge over the Charles River may be more appealing to bicyclists and pedestrians because they would be further removed from noise and vibrations generated by the Turnpike and SFR. The bridge can be designed in such a manner that it becomes a marveled-at icon in the Boston landscape for decades to come.	See Response to Frequently Received Comment #3.
1557	PI	24	12/10/2019	Modified at grade layout	Accordingly, the modified at-grade option should be considered as it may minimize construction time, decrease long-term infrastructure costs, allow SFR to remain at-grade, decrease construction time, and achieve long-term favorable aesthetic results.	See Response to Frequently Received Comment #3.
1558	PI	25	12/10/2019	Transportation impact mitigation	Transportation impact mitigation during construction In addition to ameliorating environmental concerns, Project mitigation efforts may help build a more sustainable future in energy usage and vehicle emissions on the MBTA commuter rail, encourage additional capacity across transportation modes, and better engage commuters in a public process, as follows: Maintain two-track Worcester Line service throughout the construction period Begin a pilot project to electrify key areas of the Worcester Line to improve commutes and increase ridership Expand service on the Worcester Line with more frequent service and higher capacity than presently exists. Curtail plans for the West Station layover facility to avoid additional traffic on the Worcester Line in the Boston area Build platforms for completely level boarding at more commuter rail stations, beginning with Back Bay Station, to reduce dwell time Expedite certain proposed design upgrades for Newton's commuter rail stops to improve access and facilitate faster peak-hour boarding. Provide transparency on the timing of other major construction projects in the I-90 corridor, including the I-90/I-95 interchange Facilitate partnerships among the MBTA, communities, and private firms to increase parking capacity during project construction near the Green Line, Commuter Rail, and bus stations in the I-90 corridor Provide transparency on the plan to provide Kendall Square transit access from West Station to benefit commuters from the west Where practical, permanently expand station parking lots or consider higher-capacity garages Provide MBTA bus service for the I-90 corridor from Park and Ride lots to Boston during construction Conduct a feasibility study for improving the Newton Corner exit interchange, addressing design deficiencies of exit ramps and preventing traffic spillover onto I-90 Encourage pedestrian and bicycle infrastructure improvements near existing Worcester Line and Green Line stations Increase MBTA coordination with the MetroWest Regional Transit Authority and the Worcester Regional Transit Authority, including expanded service during construction Install electronic speed limit signs that adjust to traffic conditions, maximizing road efficiency- Create numerous opportunities for western commuters to provide feedback to MassDOT on these mitigation efforts, including public meetings, special web forums, and outreach efforts Ensure that residents from MetroWest and Central Massachusetts are represented on the MassDOT board throughout the construction period Establish the finance plan for the project in an open and transparent manner and form a finance plan task force with toll payer and other public representation Seek extensive federal funding for the project Continue to work with private organizations to help fund the project	See Response to Frequently Received Comment #9.
1559	PI	26	12/10/2019	Spilka concerns	Additionally, in a letter to MassDOT dated July 30, 2019, Massachusetts State Senate President Karen Spilka raised a series of thoughtful questions regarding the project's impact on the public, its cost, and mitigation plans. Addressing those questions as soon as possible would be in the public interest.	See Response to Frequently Received Comment #9.
1560	PI	27	12/10/2019	Modified at grade layout	The modified at-grade option, which includes a permanent PDW Path as a bridge in the throat area of the project over the Charles River away from the riverbank, may minimize disruption to commuters, give park users a far more pleasant environment, and allow for both new riverfront open space and an all at-grade transportation corridor. Visually, such a bridge would be an improvement over an elevated roadway structure and could avoid the potential shadows such a structure may create. The economies of MetroWest and parts of Central Massachusetts may be significantly impacted during construction of the project. Tens of thousands of workers from these regions are dependent on transportation systems in the throat area. Limited access to Boston could adversely affect current and future development in the impacted areas. It is therefore critical that the SFR Hybrid Option and the modified at-grade option be thoroughly analyzed side-by-side considering not only purpose and need, but the many other considerations included in this paper.	See Response to Frequently Received Comment #3.
1561	PI	28	12/10/2019	Modified at grade layout	The financing for the project has yet to be disclosed. The finance plan should be prepared in a transparent manner with significant public input to ensure that recent history is not repeated. The Big Dig finance plan largely burdened toll payers to fund a large portion of the project and further advanced the inequity for western commuters. Given the enormity of the effort, the toll paying public should be represented on MassDOT's board for the project's duration. The "natural beauty" of the Charles is not so natural. It's a product of many carefully engineered and designed initiatives to allow the public to enjoy their experience of the river. Building a pedestrian and bike path over the Charles would continue this legacy, should the modified at-grade option be chosen. The purpose and need criteria for this project should reflect the interests of commuters and neighborhoods that are significantly impacted. We ask MassDOT and the FHWA to reconsider a modified at-grade option and provide an analysis of construction costs and timing, traffic and rail operations, long-term infrastructure costs, and other environmental factors for each project alternative during the environmental review process.	See Response to Frequently Received Comment #3. The Project team will provide an analysis of construction costs and schedule, traffic and rail operations, long-term infrastructure costs, and other environmental factors for each project alternative during the environmental review process.

#	ID	Number	Date	Topic	Comment	Response
1562	PK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I lead kayaking programs for at-risk youth from Cambridge along the Charles River each summer. It provides an opportunity for them to connect with nature and hearing the success story of the mitigation of the Charles River inspires them to be stewards of the land. This proposed project would set the Charles River back and would stain the story of hope for the Charles River in the future. Pollution from the project would increase the levels of harmful bacteria in the water and force me to cancel many of the programs in late July and August. Please do what is right and help give the best future to the youth who need it the most.	See Responses to Frequently Received Comments #8 and #9.
1563	PLar	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river.. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1564	PLei	1	12/10/2019	West Station	Hello Mass DOT planners, I agree with the Livable Streets comments for the I-90 project as listed below. Thank you for continuing to improve the plan for this once-in-a-lifetime multi-model opportunity. 1. The construction of West Station should be accelerated, and the design should include four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. Additionally, in the current proposal, trains at West Station are projected to run once an hour, nowhere near frequent enough to improve on-time performance and reliability.	See Responses to Frequently Received Comments #1, #4, #7, and #11.
1565	PLei	2	12/10/2019	River Impacts	2. Soldiers Field Road being temporarily built IN the Charles River during the 10 year construction period will cause river narrowing, harm water quality, and seriously impact the shoreline of the river.	See Response to Frequently Received Comment #8.
1566	PLei	3	12/10/2019	Ped/ bike access	3. In the current plan there is a new Franklin Street Footbridge being designed with four switchback hairpin turns, which are unsafe for walking and biking. Instead, a safer option should be designed to connect North and South Allston.	See Response to Frequently Received Comment #4.
1567	PLei	4	12/10/2019	ped/ bike access, Agganis Way	4. In addition, a footbridge at Agganis Way should be added to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1568	PLei	5	12/10/2019	parkland	5. Instead of building a new train storage rail yard directly next to the Wadsworth Street neighborhood, which will decrease quality of life for those who live there, a park and multi-use path should be built as a buffer between the neighborhood and the tracks.	See Responses to Frequently Received Comments #1 and #4.
1569	PLei	6	12/10/2019	Bus lane	6. Dedicated bus lanes should be included on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1570	PLei	7	12/10/2019	Trains	7. There are currently no plans to offer additional commuter rail or bus service during the construction period. In order to reduce disruption, these services should be significantly increased, particularly the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1571	PLei	8	12/10/2019	River impacts, pollution	8. Due to the environmental concerns for the Charles River and the disruption to multimodal traffic that this project will have, the design options should undergo thorough comparison to select the one that causes the least harm.	An analysis of the environmental impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be provided in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
1572	PLiv	1	12/12/2019	Staging, River impacts, river users impacts	My name is Priscilla Livingston, I'm sending this note on behalf of the Head Of The Charles Regatta. I understand that you are receiving many comments on the Allston I-90 reconstruction project from the Charles River community, and I would like to respectfully echo their feedback. The current plan includes building a temporary trestle bridge to act as a temporary Soldiers Field Road. Not including the fourteen months of construction time, we have been told that the temporary bridge will be in the water for at least ten years. The safety implications of this structure, limiting the width of the river from 500 feet to 370 feet, are very worrisome. Shrinking the width of the river presents a dangerous situation to rowers, as they are often pushed to the edge of the river to yield to yachts traveling down the center. The placement of this bridge also provides a grim outlook on our emergency Short Course plan for the Regatta in the event of an easterly wind in the basin. The Head Of The Charles start line is right at the DeWolfe Boathouse. Our River Control marshals direct traffic in a circular pattern in the basin, allowing boats to cue right above the MIT Boathouse. Our Short Course plan involves moving the start line to the Riverside Boathouse, just upstream of Magazine Beach. With this plan, boats will circulate and cue almost exactly where this trestle bridge is located. In the event of a Short Course year, it is unlikely that we would be able to responsibly run a safe race with such little space. I have been to just about every public meeting, and I do appreciate the work your team has done. The final project including safe pedestrian walkways and green space is so very important, and something that the river community is excited about. Please, do not let the Charles become a dangerous place to enjoy for the next ten years. Here are some suggestions in the event that the trestle bridge is built: - Put lights on the bridge, ideally close to the water so rowers can identify the edge. This area is very dark in the early morning and night. - Position all construction barges parallel to the river and as close to the shore as possible. - Work as much as you can in the "off-season". For rowers and most river-goers, this means late November through early March. Please let me know if you have any questions. Thank you very much for your time and thoughtful consideration.	See Response to Frequently Received Comment #8.
1573	PLoh	1	11/21/2019	River impacts, staging	It is not just the proposed road ROW under construction for ten years, it is the intrusion for ten years into the river of a “temporary roadway” into the actual river area for ten years, that likely will cause irretrievable in a lifetime damage. Plus technically the existing roadway is historically supposed to be a parkland pleasure road and is not supposed to be given over for transportation use without a vote of the legislature according to MA law. More importantly, in the use life of the roadway double decker roads being planned, the Boston end terminus is likely to flooded out due to sea-level rise and will not have functional connections. Instead of this short term fix, the question to be answered is better investment in new connections to the ”new” North Shore, South Shore and highlands to the West. More challenging to plan, align, and vet, but a much better long term bet in the face of known climate change issues. Our state planners and legislators need to ask better first questions, otherwise we are repeating the fiasco of neglecting clean water and proper sewage treatment strategies of the 1950’s thru 1970’s. Not opting for 90% funding from the feds when it was available. Then being forced into action by a federal court order when the 90% fed to 10% state match had expired and being forced to have the new MWRA pay the bulk of construction with state funding, long after most of the US had built effective primary, secondary, in some cases with the 90%fed funding.	See Response to Frequently Received Comment #8.
1574	PLow	1	11/26/2019		To Whom It May Concern: This MassDOT plan is a complete utter disaster and must not move forward. There must be a lengthy period for getting input and for creating a plan that will help the people. Sent forward of People's Pike email	The Project will fulfill the public involvement requirements of the National Environmental Policy Act as outlined in the Project's Public Involvement Plan.
1575	PM	1	11/7/2019	temp. vs perm. Impacts	even scope from the perspective by understanding, the universal of impact of the mitigation. So, 1 piece that I want to hopefully see in the scoping determination is how NEPA is going to be looking at a project that includes eight to 10 years of temporary pack versus a permanent condition. Because in our view those two pieces are intrinsically interconnected in terms of when transitions go from being temporary to permanent. And then when you do look at a permanent condition for the river there has to be a different level assessment of what that means. So that was my first piece. I was pleased to note that in the purpose of need we have the access to the Charles River reservation as an explicit articulation of what we would expect to see as part of this project. You talked about flood plain impacts, wetlands impact, water body modifications, and wildlife impacts. From our perspective we would like to see not only how the project is responding to existing wetlands, which in the project area isn't that many, but historically speaking, a lot of the section of the river used to be tired and this filled in.	See Response to Frequently Received Comment #8. Impacts including flood plain impacts, wetlands impact, water body modifications, and wildlife impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
1576	PMcA	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1577	PMcG	1	12/11/2019	staging, river impacts	Hello, My name is Patrick McGeoghean and I use the Charles River recreationally. I have some concerns over the plans to rebuild the Mass Pike Allston exchange. I am asking for an alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1578	PMea	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, AS A 35 YEAR RESIDENT OF the CITY of BOSTON - A Taxpayer ON BEACON HILL I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. PROTECT THE CHARLES- YOU NEED TO REMEMBER THE HARD RIGHT AGAINST THE EASY WRONG.	See Response to Frequently Received Comment #8.
1579	PMi	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1580	PMo	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1581	POc	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1582	PR	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I've been a resident in the greater Boston area the last 40+ years and have very much appreciated the beauty of the Charles River and its use for recreational purposes. Over the years, I've frequented the river paths from the Science museum to Watertown for walking, running, cycling, and nature observation. The past 20 years, my husband and I have enjoyed kayaking the Charles. The last 6 years, I've become a rower on CRI's Masters Competitive Women's team. therefore I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1583	PSmi	1	12/11/2019	West Station, Franklin Street Bridge, Agganis way, rail yard, transit impacts, People's Pike, construction alt analysis	I-90 Allston comments Please implement these ideas: • Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station) • A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston • A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths • A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River. • No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station • Dedicated bus lanes on new city streets and the Mass Pike • Worcester Line upgrades for more frequent and reliable service both during and after construction • Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction. • A plan to significantly increase rail and bus services to offset the disruption of construction.	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, and #9.
1584	PSte	1	12/7/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1585	PTh	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1586	PTho	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1587	PTrz	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1588	PVA	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1589	RA	1	11/25/2019	West Station	I am deeply concerned about the proposal as described by People's Pike. I like the ideas that were described to me by People's Pike, which I have copied below. Thank You. 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1590	RA	2	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1591	RA	3	11/25/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1592	RA	4	11/25/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1593	RA	5	11/25/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
1594	RA	6	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1595	RA	7	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1596	RA	8	11/25/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1597	RA	9	11/25/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
1598	RAda	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1599	RAlb	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1600	RAll	1	11/26/2019	West Station	The current MassDOT plan is unacceptable, threatening the environment and quality of life in both the short and long term. A credible Pike plan must include: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1601	RAll	2	11/26/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1602	RAll	3	11/26/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1603	RAll	4	11/26/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.

#	ID	Number	Date	Topic	Comment	Response
1604	RAll	5	11/26/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
1605	RAll	6	11/26/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1606	RAll	7	11/26/2019	trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1607	RAll	8	11/26/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1608	RAll	9	11/26/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction. Thanks you.	See Response to Frequently Received Comment #9.
1609	RAmi	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1610	RBil	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1611	RBo	1	12/12/2019	models, rail, West Station, layover, rail vision study	This letter is an addition to my letter in support of Henrietta Davis's letter sent on 12/11/2019. At last night's task force meeting, a number of concerning issues were raised regarding modeling the uses of the various transit modes in this project. These modeling projections are very important in planning this 21st century project and we should not be using 20th century assumptions. We should be using "aspirational" plans to project use levels for the various modes. I urge you to use the transcript of last night's task force meeting as a comment. Fortunately, we have a number of transit proposals already studied. Modeling should include the availability of greatly increased commuter rail service as outlined in the recent Rail Vision study. More people will use trains if there are more trains. Certainly rail transit should provide the mitigation during the construction phase. Every effort should be made to keep two tracks open on the Worcester line for the duration of construction. Implementing congestion pricing to discourage vehicle use on roads in the central Boston area will encourage more people to use public transit. This should be modeled. Reduce the number of lanes on the Mass Turnpike from 4 to 3 in each direction. This will discourage vehicle use and encourage transit use. This too should be modeled. West station should have access to all tracks for maximum flexibility. The proposed layover yard there should not be built. Trains should stay in motion all day, not be stored. A parked train with an idling diesel engine would create intolerable air pollution and vibration for nearby houses. Triple track the Worcester main line to accommodate express trains and freight trains. If local trains are running on 15 minute headways as recommended in the Rail Vision study, another main line track will give extra flexibility. Reducing the width of the turnpike gives you the room to do this. Give freight shippers an alternative to using trucks in and out of Boston. Put container cargoes from the Port of Boston on trains on this track. This could greatly reduce truck traffic on the turnpike. This project is an opportunity to take the first steps in creating a viable, sustainable transportation plan for this century. Thank you for your consideration.	See Responses to Frequently Received Comments #1, #4 and #11.

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1612	RBraw	1	12/12/2019	Staging, River impacts, river users impacts	As both a citizen of MA who believes strongly in protecting the lands and waters of the state in general and someone who specifically keeps their boat on the Charles River, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. I have seen firsthand the results of the work that has been done to protect and improve the river, as I am on the water more days than not. It has been lovely to see a river that has become progressively more free from debris over the years. On the flip side, I also see how sensitive the river is to any disruptions. Small changes in flow cause navigation issues. Small changes in depth, raising or lowering, wreak havoc on the plants and animals in the water. Pollution - debris, and sand/gravel - always, always, always find their way from nearby roads and into the river, no matter what is done to attempt to mitigate this, which creates a mess including the aforementioned navigation issues and changes to water depths in parts of the river. Beyond that, environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. You need to look no further than the changes made up stream with various obstructions and modifications over the years and the subsequent impact downstream lasting to this day for proof of this. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project, as in the current form it is unacceptable for the health and wellbeing of the river.	See Response to Frequently Received Comment #8.
1613	RBro	1	12/12/2019	River users impacts	I went to school in Boston. Stayed for 10 years and visit every year for the Head of the Charles - the world's largest regatta with over 250,000 spectators and 1,000s of participants. While I understand the need to work on I90 please do not impact Boston's image and the world's largest regatta and all the revenue it brings in.	See Response to Frequently Received Comment #8.
1614	RC	1	12/9/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1615	RCar	1	12/12/2019	river restoration, silt, dredging benefits	To Whom It May Concern, With regards to how the I-90 project affects the Charles River, as an environmental engineer, I strongly believe dredging the river bed to remove years of sediment is critical, particularly before, or at least during the project. In recent years, sediment deposits have caused incidents that have resulted in damage to watercraft and personal injury. While the sediment appears to be a larger problem where major tributaries - Laundry Brook, Hyde Brook, Faneuil Brook, Muddy River, Stony Brook - empty into the Charles, once the sediment is in the river, it can spread to other areas, causing further problems especially where it is already shallow. This problem is not limited to the areas upstream of the BU Bridge. A significant bar upriver of the Massachusetts Avenue Bridge is shallow enough and large enough to be a navigation hazard to both sailboats and motorboats. In addition, Cyanobacteria is a major concern. Cyanobacteria, or blue-green algae, are photosynthetic bacteria that live and grow in aquatic environments. One of the common cyanobacteria found in the Charles River is Microcystis, which grows naturally in calm, warm, shallow water that is rich in nutrients like nitrogen and phosphorous. When present in large numbers, these organisms can produce toxins which are harmful to humans, dogs, and other mammals in large doses. The biggest contributor to Cyanobacteria, in the case of the Charles River, is shallow water. Just add sun and you get a toxic chemical that prohibits the residents of Massachusetts and beyond to enjoy one of our most beautiful natural resources. While I understand the I-90 project is essential, I also believe that we need to focus our efforts on restoring the Charles River to a healthy state before the project commencement. The river is basically dying, is barely navigable, and certainly not swimmable. Please consider restoring the Charles River to the natural and healthy state it deserves.	See Responses to Frequently Received Comments #2 and #9.
1616	RCon	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1617	RDM	1	12/12/2019	construction staging, alt analysis, river users impacts	December 12, 2019 Dear Mr. McEwen and Mr. O'Dowd: The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, notice to the public failed to provide required information, including: - Why is the trestle necessary? - What alternatives were considered? What were the reasons for deciding against each of those alternatives? - What impacts are anticipated from this choice (including on river use)? My understanding is that, to proceed with this project, MassDOT must first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include: - An assessment of alternative configurations to minimize the structure's river footprint - A thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, kayakers, tourist boats, my focus of course, rowers I live in Norwell, but drive in to Cambridge, to the Cambridge Boat Club, 5-6 days/week, year round (unless river conditions - e.g. ice prevent). I've been doing this for years. I originally began rowing as a freshman at MIT in the late 1970s when the Charles River was very different. There were, in those days, bubblers which ran 365 days per year to promote aerobic life in the Charles. Swimming was something that happened only by accident. The Charles has made great progress since then, in large part to dedicated efforts by large numbers of people. Of course many of the them have their own axes to grind, but nonetheless there is significant wisdom in their collective voice. Take advantage of that voice; don't ignore it. This proposal would have a significant adverse impact on many of us who use the river regularly. I recognize that the I-90 project has many moving parts. Please do not allow river use to be sacrificed to the overall objective of getting the I-90 project completed.	See Response to Frequently Received Comment #8.
1618	RDN.	1	12/12/2019	Staging, pollution, river impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1619	Rep.AP	1	12/12/2019		Thank you for this opportunity to comment on the Massachusetts Department of Transportation (MassDOT) I-90 Allston Interchange Project's National Environmental Policy Act (NEPA) Scoping Report. I want to offer my appreciation for the collaborative approach that MassDOT has taken with this project and the project's Task Force. This landmark project offers a great opportunity to design and build critical infrastructure that centers equity, access, and sustainability. I hope that you consider these comments as you move forward and please know that my team and I are here to support in ensuring that this project addresses the diversity of needs of those who will be utilizing the infrastructure every day.	Thank you. MassDOT intends to continue the collaborative process throughout the state and federal environmental review processes for the Project.
1620	Rep.AP	2	12/12/2019	West Station, alternatives analysis	I am deeply concerned that the Scoping Report proposes to study a single "build" alternative. This does not respect the intent of the National Environmental Policy Act, which calls for "all possible planning" to avoid, minimize, and mitigate environmental impacts. The single "build" alternative that is proposed has serious flaws, most importantly the design of the proposed West Station and the level of service that is assumed at the station. In the context of a global climate crisis and a local congestion crisis that inhibits opportunity and harms public health and quality of life, it is shortsighted and irresponsible to advance a design for West Station that constrains the level of service that is possible by only providing one track for Worcester/Framingham trains to access the station. Furthermore, the modeling that supports this process is assuming an extremely low level of service at the station, which guarantees that the true demand for transit access at this location will be underestimated. The project scope must be amended to include a "build" alternative with a four-track West Station, and the travel demand model must anticipate the possibility of frequent, all-day service on the Worcester Line to West Station, as well as from West Station to Cambridge along the Grand Junction	MassDOT is advancing three Throat Area options in the DEIS – The SFR Hybrid, the Modified HV and the Modified At-Grade. MassDOT is advancing one rail option: an updated Modified Flip with four track, three platform West Station. As described in Section 5.3, the other rail options (DEIR and Harvard Flip) do not meet Purpose and Need or Secondary Screening Criteria. The updated three platform, four track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service. The station would include two station tracks for WML service and two station tracks for future potential GJR passenger service. Please see Response to Frequent Comment #11 on modeling.

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1621	Rep.AP	3	12/12/2019	FHWA, FTA	The One Federal Decision process establishes a two-year timeline with two opportunities for public comment. I believe that this is a reasonable approach to ensuring a streamlined permitting process. However, the I-90 Allston Interchange Project is an extremely complex multimodal project in a dense urban area with significant impacts to parkland, historic resources, and environmental justice communities. Major elements of the project have yet to gain consensus among stakeholders, as I'm sure you will see in the response to the public comment period ending December 12. In this context, with so many questions unresolved and so many complex design decisions up in the air, it is insufficient for federal agencies (primarily FHWA and FTA) to limit their participation in these ongoing discussions to two public comment periods, one of which has just closed. To my understanding, the FHWA was previously participating in the project Task Force organized by MassDOT and should resume its participation, along with FTA. The Task Force represents a broad cross-section of residents, advocacy groups, stakeholders, and elected officials. Meetings are open to the public and community members regularly attend and have an opportunity to speak. The collaborative discussion that occurs at Task Force meetings is essential to inform the decisions FHWA and FTA will be making over the next two years. As those discussions continue, the following are essential objectives that should guide decision making:	FHWA's involvement in the Task Force meetings came to an end because FHWA must maintain an unbiased position to consider the needs and impacts of all interested parties, not just the project sponsors, and ensure the NEPA process proceeds in a fair and balanced way.
1622	Rep.AP	4	12/12/2019	Equity, Environmental Justice	Equity: - Provide a significantly improved noise and vibration buffer between highway and rail infrastructure and adjacent residential areas and greenspace. - Design streets that will improve safety for all users and link neighborhoods, rather than dividing them. - Promote public health, environmental justice, and access to quality open space for residents that have long borne the brunt of the region's traffic pollution.	Noise and vibration impact will be assessed including a quantitative analysis of highway, rail, and transit project components in accordance with FHWA regulation 23 CFR 772, MassDOT Type I and Type II Noise Abatement Procedures, and the Federal Transit Administration "Transit Noise and Vibration Impact Assessment" guidance manual. MassDOT will evaluate the potential for inherent project design features (i.e., roadway alignments, retaining walls, and parapet walls) to reduce noise in the surrounding communities. Some of the current design features may be expected to improve noise conditions and will be evaluated further such as the realignment and lowering of SFR. MassDOT will also evaluate the potential for any necessary noise mitigation for specific areas, including different types of noise walls. The noise and vibration analysis will be conducted to assess the equity of potential impacts and mitigation, including from an environmental justice perspective. A full noise analysis will be provided in the DEIS.
1623	Rep.AP	5	12/12/2019	Sustainability	Sustainability - Provide the infrastructure and service to enable a significant shift toward transit use. - Leverage the opportunity to make substantial improvements to the Charles River and its parklands, in terms of bicycle and pedestrian access, access to and use of the water, and the ecological health of the river itself. - Minimize untreated stormwater outflows to the River and provide for stormwater flood resilience	The updated three platform, four track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service.
1624	Rep.AP	6	12/12/2019	Access	Access; - Provide multiple new bicycle, pedestrian, and bus routes to connect the neighborhoods north and south of I-90 with each other and with the Charles River. - Provide robust rail transit service connecting West Station with both the Worcester line corridor and the Grand Junction corridor to Kendall Square and North Station. - Fast-track the construction of West Station and provide additional rail and bus service during construction in order to maintain mobility and avoid additional traffic impacts on surrounding neighborhoods.	Please see Responses to Frequent Comments #6, 7, 9. The updated three platform, four track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service. West Station would serve WML and future potential GJR passenger service. GJR passenger service and any associated infrastructure upgrades would be separate from this Project.
1625	Rep.MC	1	12/12/2019	West Station, Franklin Street access, Agganis Way, buffer park, rail yard, bus lanes, construction alt analysis, transit mitigation	I appreciate this opportunity to comment on the 1-90 Allston Multimodal National Environmental Policy Act (NEPA) Scoping Report. I write in support of the objectives of the People's Pike Coalition including: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station via a nimble mode of rapid transit, such as electric multiple unit vehicles, or EM Us). 2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston. 3. A footbridge at Agganis Way connecting Allston, Commonwealth Ave. and B.U. to the Charles River paths. 4. A new buffer park with a walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the Ri ver. 5. No layup tracks for train storage and no tracks that bypass West Station. 6. Dedicated bus lanes on new city streets and the Mass Pike. 7. Worcester Line upgrades for more frequent and reliable service both during and after construction. 8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway. 9. A plan to significantly increase rail and bus services to offset the disruption of construction. I acknowledge the site of this project is not within the confines of my legislative district, and so I offer these comments in solidarity with district-specific legislators while also recognizing this project is so significant that it will in fact impact the lives of my constituents and our entire area. Of particular interest to my district is the completion of West Station such that it facilitates the activation of the Grand Junction Corridor with a shared-use trail and a nimble mode of rapid public transit, such as electric multiple unit vehicles. Thank you for your consideration of my comments.	See Responses to Frequently Received Comments #1, #3, #4, #6, #7, #8 and #9.

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1626	Rep.TVit	1	12/12/2019	West Station, Malvern St bus connector, Agganis Way, GJL	Mr. McEwen and Mr. O'Dowd, I write to provide comments on the Allston I-90 NEPA Scoping Report. I would also like to reiterate these key points that I made in my February 2019 letter to MassDOT Secretary Stephanie Pollack: 1. Build West Station before the start of highway construction or soon thereafter. 2. The Malvern Street bus connector, which I am pleased to see in MassDOT's current plans, should also be built early in the process. For this route to function effectively, MassDOT should redesign Packard's Corner to allow buses to turn from Malvern Street onto Commonwealth Ave. 3. An Agganis Way footbridge to the Charles River paths should be built before the I-90 project is completed. Because MassDOT now plans to rebuild the Grand Junction rail bridge over Soldiers Field Road, this new bridge should also have adequate space for people walking and biking, with connections to the river paths and Commonwealth Ave and/or the BU Bridge.	See Responses to Frequently Received Comments #4 and #7.
1627	Rep.TVit	2	12/12/2019	West Station headways	Since my February letter, new issues have arisen that I ask FHWA and MassDOT to study in the next phase of this process: Control Board has voted to increase the frequency of commuter rail service both during peak and midday hours. I strongly support this improved service and MassDOT must study how to make the rail components of the Allston project consistent with this directive. Specifically: 1) West Station should be configured to serve Worcester Line trains with 15 minute headways stopping at West Station, and for Grand Junction passenger rail between West Station and Kendall. Four tracks at West Station (two each for the Worcester Line and Grand Junction) and having all Worcester Line trains travel through West Station may be the best way to achieve this. MassDOT should not design West Station based on the MBTA's 2017 Service Delivery Policy, as that policy provides only 3 trips during the 4-hour morning peak, 4 trips during the 3½ -hour afternoon peak, and one train every three hours at all other times. 2) Midday train storage in Allston was proposed as part of the 2013 South Station Expansion study. There have been considerable changes since 2013, including the MBTA's new directive to run more midday trains. Also, MassDOT concedes that the I-90 reconstruction will prevent train storage in Allston for several years. Therefore, MassDOT should develop an alternative design for the I-90 Allston project that replaces the layup yard with more space for transit oriented development and a walk/bike path north of Wadsworth Street. A parallel planning process by MassDOT should identify solutions to the near-term layup needs that cannot be met in Allston.	See Response to Frequently Received Comment #4 and #6.
1628	Rep.TVit	3	12/12/2019	construction staging, alt analysis	During 2019, MassDOT has presented startling new information about how it plans to construct I-90 and Soldiers Field Road in the "throat" area. I am alarmed by plans to build an 80' wide Soldiers Field Road in the Charles River, and I disagree with MassDOT's characterization of this 10-year intrusion into Federal and State protected parkland to be "temporary". I agree with A Better City, the Pioneer Institute, and others who ask FHWA to require study of additional designs for I-90, Soldiers Field Road, and the parkland. I also would like to see DCR, MassDEP, the relevant Federal agencies, and MassDOT collaborating publicly with the I-90 Task Force to consider solutions for this multifaceted and complex design challenge.	See Response to Frequently Received Comment #8.
1629	Rep.TVit	4	12/12/2019	construction mitigation	Construction mitigation for the transportation disruption that this decade-long project will cause is of great concern to people who live in Brookline. I support all calls for MassDOT to study how to improve bus and rail transportation options on a regional and local level for the thousands of people that will be affected by drivers who seek to avoid Soldiers Field Road and I-90 when construction causes those roads to be even more congested than they are today. To mitigate the additional motor vehicle congestion likely to occur in Brookline, this could include improvements such as transit signal prioritization for the Green Line B branch and the parallel 57 bus, as well as transit signal prioritization for the 66 bus along Harvard Street north of Beacon Street. To the extent that the local governments are supportive, assisting with both technical planning and construction costs for dedicated bus lanes along Commonwealth Avenue and/or Harvard Street would also help serve to mitigate the inevitable congestion. Thank you for your attention to this issues that I look forward to seeing addressed as the project proceeds.	See Response to Frequently Received Comment #9.
1630	Rep.Vit	1	12/12/2019	West Station	1. Build West Station before the start of highway construction or soon thereafter.	See Response to Frequently Received Comment #7.
1631	Rep.Vit	2	12/12/2019	Buses	2. The Malvern Street bus connector, which I am pleased to see in MassDOT's current plans, should also be built early in the process. For this route to function effectively, MassDOT should redesign Packard's Corner to allow buses to turn from Malvern Street onto Commonwealth Ave.	See Response to Frequently Received Comment #7. The preliminary designs for the Malvern Street Transitway have been developed in coordination with the City of Boston, the developer of the adjacent property (76 Ashford Street), the project Task Force, and members of the public. The Project Team
1632	Rep.Vit	3	12/12/2019	Agganis Way, ped/ bike access	3. An Agganis Way footbridge to the Charles River paths should be built before the I-90 project is completed. Because MassDOT now plans to rebuild the Grand Junction rail bridge over Soldiers Field Road, this new bridge should also have adequate space for people walking and biking, with connections to the river paths and Commonwealth Ave and/or the BU Bridge.	See Response to Frequently Received Comment #4.
1633	Rep.Vit	4	12/12/2019	rail/transit, West Station	The MBTA Fiscal Management Control Board has voted to increase the frequency of commuter rail service both during peak and midday hours. I strongly support this improved service and MassDOT must study how to make the rail components of the Allston project consistent with this directive. Specifically: - West Station should be configured to serve Worcester Line trains with 15 minute headways stopping at West Station, and for Grand Junction passenger rail between West Station and Kendall. Four tracks at West Station (two each for the Worcester Line and Grand Junction) and having all Worcester Line trains travel through West Station may be the best way to achieve this. MassDOT should not design West Station based on the MBTA's 2017 Service Delivery Policy, as that policy provides only 3 trips during the 4-hour morning peak, 4 trips during the 3½ -hour afternoon peak, and one train every three hours at all other times. - Midday train storage in Allston was proposed as part of the 2013 South Station Expansion study. There have been considerable changes since 2013, including the MBTA's new directive to run more midday trains. Also, MassDOT concedes that the I-90 reconstruction will prevent train storage in Allston for several years. Therefore, MassDOT should develop an alternative design for the I-90 Allston project that replaces the layup yard with more space for transit oriented development and a walk/bike path north of Wadsworth Street. A parallel planning process by MassDOT should identify solutions to the near-term layup needs that cannot be met in Allston.	See Responses to Frequently Received Comments #1 and #4.

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1634	Rep.Vit	5	12/12/2019	Staging	During 2019, MassDOT has presented startling new information about how it plans to construct I-90 and Soldiers Field Road in the "throat" area. I am alarmed by plans to build an 80' wide Soldiers Field Road in the Charles River, and I disagree with MassDOT's characterization of this 10-year intrusion into Federal and State protected parkland to be "temporary". I agree with A Better City, the Pioneer Institute, and others who ask FHWA to require study of additional designs for I-90, Soldiers Field Road, and the parkland. I also would like to see DCR, MassDEP, the relevant Federal agencies, and MassDOT collaborating publicly with the I-90 Task Force to consider solutions for this multifaceted and complex design challenge.	See Response to Frequently Received Comment #8.
1635	Rep.Vit	6	12/12/2019	Transit, traffic, buses	Construction mitigation for the transportation disruption that this decade-long project will cause is of great concern to people who live in Brookline. I support all calls for MassDOT to study how to improve bus and rail transportation options on a regional and local level for the thousands of people that will be affected by drivers who seek to avoid Soldiers Field Road and I-90 when construction causes those roads to be even more congested than they are today. To mitigate the additional motor vehicle congestion likely to occur in Brookline, this could include improvements such as transit signal prioritization for the Green Line B branch and the parallel 57 bus, as well as transit signal prioritization for the 66 bus along Harvard Street north of Beacon Street. To the extent that the local governments are supportive, assisting with both technical planning and construction costs for dedicated bus lanes along Commonwealth Avenue and/or Harvard Street would also help serve to mitigate the inevitable congestion.	See Response to Frequently Received Comment #9.
1636	RFiz	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1637	RGa	1	12/12/2019	staging, river impacts, alternatives analysis, Section 4 (f)	When MassDOT presented its concept for a temporary Soldiers' Field Road/Paul Dudley White path in a recent public meeting, it suggested that its construction is the necessary consequence of its commendable efforts to rebuild the roadways in a configuration that would reduce their public realm impacts in the project's "throat" area. Unfortunately, as presented, the trestle bridge onto which it proposes to relocate these facilities during the construction period would damage the functional use of the Charles River Reservation water sheet as well as the abutting Magazine Beach. Federal law grants protection to recreation areas and public historic properties of national, state, or local significance such as the Charles River Reservation, its river sheet and parkland, and prohibits agencies from using them for transportation purposes on either a permanent or temporary basis. The law's implementing regulations require MassDOT to avoid directly impacting such a property or to indirectly impact it by impairing its functional use. If, after considering alternatives for avoiding intrusion into the protected area, the agency determines that no feasible alternative is available, it must minimize the harm created and mitigate its impacts. Furthermore, Federal Highway Administration (FHWA) guidance indicates that before approving a project that would use such a property, it must either determine that the impacts are de minimis or undertake a Section 4(f) Evaluation. In that case, it must find that all possible planning to minimize harm to the property has occurred. If such planning has discovered no feasible and prudent alternative that avoids the property, FHWA may select the alternative that causes the least overall harm to the property and its intended use. Notwithstanding these requirements, the NOI fails to provide a plan of the proposed trestle element; set out its purpose and need; present the alternatives that were considered in selecting the proposal, including a no-build alternative, and the reasons for dismissing these alternatives; identify the preferred alternative's potential impacts, including its social impacts on the public's use of the river sheet and adjacent public areas such as Magazine Beach Park; or to propose measures to mitigate those impacts. This letter requests that the project's NERPA scope require MassDOT to address each of these elements: that it develop options that would limit temporary Soldiers' Field Road's impact on the natural features and functional use of the Charles River Reservation's water sheet and adjacent parkland, including a no-build option; provide a thorough evaluation of the impacts of each build alternative on both; and identify how it proposes to mitigate those impacts. To that end, MassDOT should be required to conduct four processes.	See Response to Frequently Received Comments #8 and #9.

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1638	RGa	2	12/12/2019	trestle alternatives, river users', shoreline and river restoration, mitigation	First, it should develop trestle alignment alternatives intended to minimize the structure's intrusion into this protected water sheet and its visual and noise impacts on the public's use of Magazine Beach. The alternatives should include but not be limited to extending the trestle's solid transition sections to bring its take-off points as close as possible to the Boston shore. The options should particularly seek to minimize the viaduct's distance from the shore at its western terminus, the point in the river in which the rowing movements described below concentrate. The development of alternatives should also consider how to shorten the time period in which the temporary road would be required. Second, MassDOT should work with the Charles River Alliance of Boaters, the Charles River Conservancy and the Charles River Watershed Association to establish a clear understanding of the functional user characteristics of the portion of the river which the proposed trestle would impact. With respect to rowing, the evaluation should recognize that boats use the area of the river the trestle would pass through, which is below the "powerhouse stretch" over which they conduct races and training rows, to assemble abreast of each other for the start of upstream practice rows and to turn upstream at the completion of downstream races, even as they leave outboard lanes for other boats heading up and downstream to pass them. Third, having established a thorough understanding of the river's use, MassDOT should evaluate each build option for the full range of its impacts on this protected public space. In addition to issues of river contamination and habitat disturbance, the evaluation should objectively assess their impacts on the ways the public uses the river and on public enjoyment of Magazine Beach Park as a natural riverfront oasis within a dense urban community. Finally, MassDOT should commit to mitigating the impacts its build alternatives would have over the extended project construction period, first by restoring the river bed and second by undertaking shoreline improvements that would restore this degraded section of the esplanade system, including the Paul Dudley White path. In developing these mitigation measures, it should commit to working with CRAB as well as the Charles River Conservancy and the Charles River Watershed Association to develop a plan that both enhances this park element and insures that the improvements do not impair the use of the river. The Charles River Reservation is the central feature of the metropolitan area park and recreation system. I believe the environmental assessment of the I-90 project must undertake the analyses set forth above if it is to be carried out with the least possible negative impact on that resource.	See Responses to Frequently Received Comments #8 and #9.
1639	RGra	1	12/11/2019	Shoreline, Franklin St Bridge, Agganis, bike/ped access, railyard, bus lanes, transit mitigation	I am writing to comment on the proposed I-90 multi-modal project. As part of this large project we have an historic opportunity to correct some mistakes of the past and make wise choices for the future. These include: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge. 2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. This needs to be wide enough for people on bikes and walking and rolling to travel in both directions at the same time. Wide enough turns for cargo bikes to make it over without dismounting. See Copenhagen for example. 3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths. Again this should be wide enough with generous room for people on bikes and walking and rolling to travel in both directions at the same time. 4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river. I suggest merging the pike and soldiers field through the throat when needed. Maintaining the full and improved operations of rail and bus through the area during construction can help meet the move people not cars goals of the commonwealth. 5. A new link across the Charles river from Allston to Cambridgeport connecting the Grand Junction path to the Allston Esplanade for people on bikes, walking and rolling. 6. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near. Now that we have made a decision to pursue a fully transformed regional rail network with frequent electric service that follows international best practices we don't need as much central mid-day layover space. This land is far more valuable for the open space it can provide. 7. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. 8. Dedicated bus lanes on new city streets and the Mass Pike. 9. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail. 10. A rethink of how wide the roads through the new neighborhood will be. We need generous sidewalks, protected bike lanes and intersections and bus priority lanes, queue jumps and transit signal priority. Parking and driving lanes should be minimized. One drive lane in each direction should be sufficient.	See Responses to Frequently Received Comments #1, #2, #4, #7, #8 and #9.
1640	RGS	1	12/6/2019	Parkland	To whom it may concern: This is a big project and I know there are lots of balancing considerations. I have rowed and coached on the river for over 50 years. I would use the Boston side bike path if it were safer. I work in Boston and live in Newton but rarely travel on the Pike. With better and more frequent MBTA buses and Green Line cars, you could do much to relieve the pressure on this area, in addition: 1. Please restore the shoreline and give adequate space, for bike and ped traffic.	See Responses to Frequently Received Comments #2 and #9.
1641	RGS	2	12/6/2019	Ped/ bike access, Agganis Way	2. Please consider a footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1642	RGS	3	12/6/2019	River impacts	3. Please design an alternative to relocating Soldiers Field Road into the Charles River for a decade, which poses serious environmental risks to the river.	See Response to Frequently Received Comment #8.

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1643	RGS	4	12/6/2019	West Station	4. Please accelerate the construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1644	RGS	5	12/6/2019	Bus lane	5. Dedicated bus and bike lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1645	RJE	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1646	RKea	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1647	RKS	1	12/12/2019	River Impacts, Alternatives, Staging	Dear DOT, I am writing to urge you not to relocate Soldiers Field Road and the White Path into the Charles River on an "interim" basis during the Allston Viaduct project. So much about this project is good and will produce better stewardship of the Charles River. However the recent proposal to locate SFR and the path in the river for several years while construction is ongoing appears to be just the opposite type of action. There has been no public analysis of the impacts and alternatives to this proposal. What seems obvious is that disturbing the river and sediments is likely to have adverse environmental consequences. Please protect the Charles River and do not relocate these roadways there.	See Response to Frequently Received Comment #8.
1648	RL/MD	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I am very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. IF the construction has zero delays, the temporary bypass will last "only" 8-10 years. With all due respect, I highly doubt that the project will be completed by the stated time. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that do not harm our iconic river, and fully evaluate the environmental consequences of this project. Regarding the Head of the Charles Regatta, (from Wikipedia): "According to the Greater Boston Convention & Visitors Bureau, the two-day event brings 225,000 people to the Greater Boston area and $72 million to the local economy"	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1649	RL/PE	1	12/11/2019	Staging, river impacts, Clean Water Act, anti-icing treatments	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I support the intent of the I-90 Intermodal Project, that will provide a restored Charles River shoreline and improved parkland and paths along the river's edge and additional means of accessing the waterfront from different areas of the City in additional to aiding in solving many public transportation and vehicular traffic congestion issues, at the completion of the project. While I am very excited with some of the eventual benefits of this project, the current plans include temporarily rebuilding Soldiers Field Road over the Charles River during the 10 year construction period. This long-term temporary bridge and construction sequencing poses significant impacts to the river that may be able to be otherwise avoided: - In MassDOT's proposed construction staging plan, contractors would begin the project by driving a wall of steel piles into the river to bury a half-mile length of Allston's natural riverbank under the "temporary" highways, which would then remain in place until the project's final phase of construction. Replacing a 1/2 mile stretch of natural river bank with metal sheet piles will be a significant disturbance to the river. - MassDOT's current plan would require significant sections of the river to be filled. Section 404 of the Clean Water Act, for instance, states that waterways and wetlands like the Charles River may not be filled in if either "(1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded. - This over water temporary bridge would increase the potential impacts to the river from construction site storm water run-off. Per Section 402 of the Clean Water Act, the construction site would be required to "achieve specified Water Quality Standards" for any stormwater runoff that would end up in the Charles River. With the proposed plan, it does not seem that this would be possible. - Bridges freeze more quickly than roads, and due to its lightweight modular (temporary) construction, this specific bridge is likely to freeze more quickly in the winter than any other bridge. That may require significant anti-icing treatment, to a degree that's much greater than today's Soldier's Field Road. Anti-icing treatments can significantly impact waterways. - Any anti-icing chemicals or typical motor vehicle pollutants would wash off directly into the Charles River with little to no treatment from the proposed bridge. Modifications to the design to capture, convey, and treat these contaminated waters may require significantly more space. I'm very confident that MassDOT and its engineer can identify a better way for the construction sequencing that poses less harm to the river that is an important part of the Boston-Cambridge landscape. I'm sending this email to request the evaluation of an alternative approach to the construction sequencing or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1650	RMcK	1	12/4/2019	rail service	I'm wondering about the addition of West Station and its impact on the travel time from Framingham into Boston. Even if it were a five-minute stop, you add the time for deceleration and acceleration afterwards; it seems like no matter what, you're just going to add train time versus the drive time in the city. On top of what Mary was saying, we have close to 2,000 units currently being built and the project will end in 2030. If Framingham continues focusing on transit-oriented development, specifically downtown, we could have another 2,000-5,000 units that could potentially be 1,000 new commuters. Is it going to be like the Big Dig? When it was done, it was already antiquated. By the time we have the two trains, and the additional station and more commuters.	Please see the Responses to Frequent Comments #4, 9, 11. Preliminary estimates suggest that a stop at West Station under the current design schemes would add less than two minutes to the inbound and outbound schedules. In addition to the I-90 project, the MBTA is undertaking measures elsewhere on the Worcester/Framingham line that will improve travel times. These combine measures should imcrease system capacity and negate concerns about the system being antiquated upon or shortly after construction of the I-90 Project. See also the Response to Frequently Received Comment #11.
1651	RP/BCHigh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1652	RRan	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1653	RRap	1	12/7/2019	Parkland, Agganis Way, Pollution	Dear Mr. McEwen and Mr. O'Dowd, I am writing as members of the Allston/Brighton residential and business community whose quality of life and health is affected on a daily basis by the operation of the Mass Pike, Soldiers Field Road, Worcester Line commuter rail, MBTA bus service, and major City streets including Cambridge Street. I have reviewed and absolutely agree with the points in this letter. It is a historical occasion to have the opportunity to implement a project that can improve transportation while benefiting the neighborhood it is impacting, please keep the needs of the community as an equal goal. The reconstruction of the Allston Interchange, creation of new city streets, and addition of West Station have great potential for our neighborhood. West Station, a rail connection to Kendall Square, an improved bike/ped crossing of I90 at Franklin Street, and a People's Pike linear park behind Wadsworth Street to an Agganis Way footbridge to the Charles River paths would be great additions to our community. At the same time, the noise and air pollution created by the Mass Pike and the commuter rail jeopardizes our well-being. The decade of construction threatens to be extremely disruptive to our community. MassDOT needs to much more to minimize and mitigate these impacts. We ask that MassDOT be required to study the following: 1. A new buffer park with a "People's Pike" walking and biking path that connects Allston Village with West Station and Agganis Way. This space would be created by moving the train tracks to the north and away from Wadsworth Street homes. MassDOT proposes to move the highway closer to Wadsworth Street and build a storage yard for diesel locomotives between the highway and these homes.	See Responses to Frequently Received Comments #4, #6 and #9.
1654	RRap	2	12/7/2019	Ped/ bike access, Agganis Way	2. A new Agganis Way Footbridge over I-90 and Soldiers Field Road to connect Comm Ave with the Charles River paths	See Response to Frequently Received Comment #4.
1655	RRap	3	12/7/2019	Ped/ bike access	3. A new design for a bike and ped I-90 crossing at Franklin Street connecting North and South Allston that is safe and attractive, without hairpin turns	See Response to Frequently Received Comment #4.
1656	RRap	4	12/7/2019	West Station	4. Early construction of West Station with 4 tracks (2 tracks for the Worcester Line, 2 tracks for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1657	RRap	5	12/7/2019	West Station	5. A design for West Station capable of 15-minute inbound and outbound service on the Worcester mainline and Grand Junction tracks. This design should not have trains stopping at West Station crossing the tracks used by trains going the opposite direction, as this would create single-track constraints on the Worcester Line.	See Response to Frequently Received Comment #4.
1658	RRap	6	12/7/2019	Bypass Road	6. A Cambridge Street Bypass road connecting Cambridge Street near Linden Street with West Station and the I-90 ramps, which will reduce cut-through traffic on local streets	See Response to Frequently Received Comment #5.
1659	RRap	7	12/7/2019	Noise Impacts, Pollution	7. Decking over the new train tracks to minimize noise and pollution impacts on the residential neighborhood	See Response to Frequently Received Comment #9.
1660	RRap	8	12/7/2019	Highway Lanes	8. An analysis of traffic volumes using all-electronic tolling data to determine the number of highway lanes needed in Allston	See Response to Frequently Received Comment #11.
1661	RRap	9	12/7/2019	Ped/ bike access	9. An interim crosswalk on Cambridge St between Lincoln St and Linden St or acceleration of the Cambridge Street bridge project	See Response to Frequently Received Comment #9.
1662	RRap	10	12/7/2019	Transit, Trains, Buses	10. Commuter rail and bus improvements for more frequent and reliable service both during and after construction, including two-track Worcester Line service throughout construction, to reduce spillover traffic through our neighborhood	See Response to Frequently Received Comment #9.
1663	RRap	11	12/7/2019	Bus lane	11. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1664	RRap	12	12/7/2019	Trains	12. Update the 2013 Commuter Rail layover study based on plans for more frequent all-day service, and revise plans to use layover space in Allston until after the I-90 project is complete	See Responses to Frequently Received Comments #1 and #4.
1665	RRap	13	12/7/2019	GJL	13. Rebuild the Grand Junction rail bridge over the Charles River while the GJ line is closed by the I-90 Allston project to allow passenger rail between West Station and Kendall Square.	See Response to Frequently Received Comment #6.
1666	RRap	14	12/7/2019	Noise Impacts	14. Accelerated design and construction of the Lincoln Street sound barrier. This has been a priority of our community for decades. The barrier wall study should include burying overhead utility lines and creating a cycle track between the existing curb and barrier wall.	See Response to Frequently Received Comment #9.
1667	RRap	15	12/7/2019	Pollution	15. A mitigation plan to offset the visual and pollution impacts of highway including street tree planting and creation of new pocket parks. The successful Massport projects in East Boston and South Boston can serve as a model for what MassDOT should do in Allston.	See Response to Frequently Received Comment #9.
1668	RRim	1	11/25/2019	West Station	I'm writing to express my opposition to the following elements (as I understand them) of the current proposal: 1. West Station designed to have only 1 train per hour and creating unnecessary constraints that jeopardize Worcester Line on-time performance, in direct contradiction with the recent MBTA Board vote to move toward subway-like frequency on the commuter rail	See Responses to Frequently Received Comments #4 and #11.
1669	RRim	2	11/25/2019	Staging	2. Soldiers Field Road on a bridge in the Charles River for 10 years and replacing 1/2 mile of riverbank with a metal wall, narrowing the river by 130 feet and harming water quality, boating access, and the river's natural beauty	See Response to Frequently Received Comment #8.
1670	RRim	3	11/25/2019	Ped/ bike access	3. A new Franklin Street Footbridge with 4 switchback hairpin turns, unsafe for walking and biking	See Response to Frequently Received Comment #4.
1671	RRim	4	11/25/2019	Pollution	4. A polluting railyard for diesel train storage next to the Wadsworth Street neighborhood, increasing air pollution, noise and vibration	See Response to Frequently Received Comment #1.
1672	RRim	5	11/25/2019	Transit	5. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
1673	RRim	6	11/25/2019	Transit	1. 10 years of construction during which the highway will be reduced from 8 to 6 lanes and the commuter rail will be slower and less reliable, with no added train or bus service to reduce disruption and spillover traffic	See Response to Frequently Received Comment #9.
1674	RRim	7	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1675	RRim	8	11/25/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.

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1676	RRim	9	11/25/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1677	RRim	10	11/25/2019	West Station	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station Thank you for your support of a 'People's Pike' which respects and beautifies the land, waters and wildlife, as well as promoting pedestrian access and safety in addition to enhanced transit services.	See Response to Frequently Received Comment #1.
1678	RRim	11	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1679	RRim	12	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1680	RRim	13	11/25/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1681	RRim	14	11/25/2019	transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
1682	RRot	1	12/5/2019	Trains	I have some issues with the current design: 1. It is going to great have an effect on traffic and this should not happen without plans for that like way more commuter rail trains.	See Response to Frequently Received Comment #9.
1683	RRot	2	12/5/2019	West Station	2. The West Station is inadequate in capacity and timing. Construction should be accelerated and it should be planned for the future, so much more of a capacity.	See Responses to Frequently Received Comments #4 and #7.
1684	RRot	3	12/5/2019	Ped/ bike access	3. The current Franklin Street footbridge design is not good for foot or pedestrian traffic.	See Response to Frequently Received Comment #4.
1685	RRot	4	12/5/2019	River impacts	4. Environmental impact of the whole project in the river, etc. seems inadequate for this day and age.	See Response to Frequently Received Comment #8.
1686	RRot	5	12/5/2019	Bus lane	5. There should be dedicated bus lanes included in this project.	See Response to Frequently Received Comment #9.
1687	RRot	6	12/5/2019	Transit	6. In general it seems that an orientation that mitigates use of cars in an age of global warming, is not adequate.	See Response to Frequently Received Comment #2.
1688	RSam	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1689	RSch	1	12/11/2019	Parkland	1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2 and #9.
1690	RSch	2	12/11/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1691	RSch	3	12/11/2019	Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1692	RSch	4	12/11/2019	staging, river impacts	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1693	RSch	5	12/11/2019	parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
1694	RSch	6	12/11/2019	West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1695	RSch	7	12/11/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1696	RSch	8	12/11/2019	Transit	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1697	RSch	9	12/11/2019	Noise Impacts	I live at 8 Florence Street in Cambridge, MA, which is about 600 meters from the I-90 turnpike as the crow flies. Soldier's Field road is much closer. I have the following concerns: 1. I am concerned that not enough is being done to mitigate the noise coming from the construction area during the project. The sound from the turnpike is blown by prevailing winds directly into my neighborhood. While we have gotten used to the sound of cars and blocked it out as "white noise," construction noise is another matter, especially when vehicles have their back up signals on and conducting any overnight operations. I would suggest that the project include noise mitigation measures on all sides to minimize the disruption this 10-year project will cause	See Response to Frequently Received Comment #9.
1698	RSch	10	12/11/2019	pollution	2. I am concerned about dust from the construction site. The area where construction will take place is the site of an old railyard and a chemical plant. It is unclear what is in the soil and how much contaminated dust will be blown by the prevailing winds into my neighborhood.	Impacts, including air quality impacts during and after construction, for each alternative detailed in Section 5.4 of the Scoping Summary Report will be provided in the Draft Environmental Impact Statement.
1699	RSch	11	12/11/2019	River impacts, staging	3. The proposal to place Soldiers Field Road in the river will have an extremely negative impact on the river. I have observed blue herons, night herons, red tail hawks, and cormorants in that area, and putting a highway in the middle of the river will destroy any habitat they might be using there. Furthermore, run-off from the road will go straight into the river. The project should enhance all public transit, including the Worcester rail line, to move people in and out of this area by any means other than cars and develop a less intrusive plan to have I-90 and SFR function.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1700	RSch	12	12/11/2019	parkland	4. More broadly, this project completely fails to take advantage of a once--in-a-lifetime opportunity to reclaim the riverfront for the people who live near it. The plans to enhance the riverside park are very minor and do not address the problem that anyone wishing to use these parks will need to cross over about 14 lanes of highway traffic, if they are coming from the south. Given the potential to build a dense neighborhood in this area, that could connect thousands of people to the river every day, every effort must be made to expand the river front park as much as possible and lower the grade of the highways to allow them to be covered with buildings as soon as possible. This goes for I-90 and SFR.	See Response to Frequently Received Comment #2 and Section 2 - Purpose and Need of the Scoping Summary Report. The Project will provide or allow for connections from the Allston, Brighton, Brookline, and Boston University neighborhoods to the Charles River Reservation and will not preclude multimodal transportation access within the Project Area.
1701	RSch	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1702	RSG	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. Many people have worked long and hard to clean up the Charles. The river is a precious resource. This project should not be allowed to impact the river in any way, period. I urge you to find alternative approaches to staging and construction that avoid any harm to our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1703	RSi	1	12/12/2019	Ped/ bike access, staging, buses	• The Franklin Street Footbridge design is unfriendly to pedestrians + cyclists • Putting Soldiers Field Road in the Charles River for 10 years is not acceptable and discourages multimodal transportation • The Mass Pike should have dedicated bus lanes	See Responses to Frequently Received Comments #4, #8, and #9.
1704	RTed	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1705	RTV	1	12/12/2019	construction staging, alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd, The following letter responds to your agencies' request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of its proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place - the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives - the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river If MassDOT is able to demonstrate why a temporary Soldiers' Field Road is necessary, then it must conduct an environmental review which includes: - alternative configurations intended to minimize the structure's intrusion into the river - a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
1706	RVT	1	12/6/2019	Parkland	Dear Allston I-90 Design Team, This is a once in a life-time opportunity to correct a highway error and end up with a safe new highway AND with a better result for pedestrians, bikers, and public transit users plus get new greenspace along the Charles River. here are the most important elements: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Response to Frequently Received Comment #2.
1707	RVT	2	12/6/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1708	RVT	3	12/6/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1709	RVT	4	12/6/2019	Staging, river impacts	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1710	RVT	5	12/6/2019	Parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
1711	RVT	6	12/6/2019	West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1712	RVT	7	12/6/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1713	RVT	8	12/6/2019	Transit	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail. You had heard my voice at many public meetings when I headed the Charles River Conservancy. I am now retired, but I continue to watch the project and I know that Laura Jasinski and the Charles River Conservancy constituency deeply care and need to be heard in order to get a result MassDOT can be proud about.	See Response to Frequently Received Comment #9.
1714	RWil	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. The river is a huge asset to our community. My running club not only frequently runs alongside the river, but also takes part in kayaking, paddle boarding, biking & more. It saddens me to think of the vast unacceptable environmental and practical consequences of this "temporary" project. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1715	S5x	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1716	SArc	1	11/15/2019	ped access, transit	Hello, Thank you all for your hard work planning and building the future of transportation for Boston and the Commonwealth. Please prioritize pedestrian access and transit (bus/rail) development in planning. A project with such huge resources and scope should provide solutions for as many people as possible, which means putting transit and active transportation first, on the timeline and in the budget. The current configuration of i-90 is impassible and unusable except by car. Here we have a huge opportunity to create a walkable, accessible, bustling urban transit hub, which will more effectively address the urgent transportation issues Massachusetts faces. Better transit access and walkability will provide us with more access to jobs and schools, new commercial and residential development opportunities, and safe, livable communities. As a resident of Brookline and a former resident of Allston and North Allston, I believe the importance of this project cannot be overstated. Let's stop thinking of this as "the i-90 project" and instead envision a true multimodal development which addresses our problems with automotive congestion and aging infrastructure by providing a better alternative to driving for tens of thousands of people. Thanks again for your hard work!	See Response to Frequently Received Comment #2.
1717	SAs	1	12/11/2019	parkland	Please consider the following: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge.	See Responses to Frequently Received Comments #2 and #9.
1718	SAs	2	12/11/2019	Ped/ bike access	2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design.	See Response to Frequently Received Comment #4.
1719	SAs	3	12/11/2019	Agganis Way	3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1720	SAs	4	12/11/2019	staging	4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river.	See Response to Frequently Received Comment #8.
1721	SAs	5	12/11/2019	Parkland	5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near.	See Responses to Frequently Received Comments #1 and #4.
1722	SAs	6	12/11/2019	West Station	6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity.	See Responses to Frequently Received Comments #1, #4 and #7.
1723	SAs	7	12/11/2019	Bus lane	7. Dedicated bus lanes on new city streets and the Mass Pike.	See Response to Frequently Received Comment #9.
1724	SAs	8	12/11/2019	Transit	8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Response to Frequently Received Comment #9.
1725	SBas	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. Why not conduct a serious alternatives analysis? For example, wouldn't it be better to put the temporary road on the MassPike itself for that short distance? Surely those looking at the project closely can come up with several possibilities, some of which might be easier and cheaper than putting the road in the river. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1726	SBer	1	12/12/2019	Noise Impacts	Hello Mr. Dowd, I live in Cambridgeport, and can hear the traffic from I-90 currently when my windows are open from 5am - 9pm. I very much appreciate all of the noise mitigations your team is considering for both the construction phase and eventual design of the new below-grade highway. I strongly support the modified hybrid plan.	See Response to Frequently Received Comment #9.
1727	SBer	2	12/12/2019	rail/transit, West Station	I write to you now with 3 points of concern: 1. Design of West Station and capacity for trains. I am dismayed to hear that this station is being designed to accommodate 23 trains a day in 2040. These projections are flawed. Common sense tells us that we will not and cannot still all be commuting in cars. Plan for the future and for climate change, not the status quo. This project needs to be truly multimodal and less car-centric, and envision West Station as a hub, even across the river as part of the Grand Junction project.	See Response to Frequently Received Comment #4.

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1728	SBer	3	12/12/2019	Parkland, river impacts, staging	2. Ecological restoration of the river bank and use of bank rather than new bridge construction in the river. This section of the river is badly degraded and neglected. It could be a landscaped corridor that supports riparian wildlife, aquatic life, native flora and pollinators, and be an amenity for the community. As such, building out the bank for the construction phase should be considered instead of building a temporary bridge into the river. After traffic has been rerouted, this enhanced bank can be used for a landscaped river edge that provides a bidirectional bike lane, walkway, and green space.	See Responses to Frequently Received Comments #3 and #8.
1729	SBer	4	12/12/2019	Ped/ bike access, Agganis Way	3. Design for pedestrian and bike underpass for River Street bridge. While this is out of scope for the current project, design and space for this must be considered. Thank you for your time and for tallying my concerns as a neighbor.	The subject ped/bike underpass is not precluded from being constructed in the future.
1730	SBer	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1731	SBeu	1	12/12/2019	West Station, bike/ped access, river impacts, mitigation, construction staging	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As the current Executive Director of WalkBoston, I stand by the positions and concerns listed below: 1. The construction of West Station is not being accelerated, and the design of the tracks and station cannot accommodate the level of rail service that is needed to serve the Framingham-Worcester corridor or the Boston/Cambridge/Brookline neighborhoods near the station. The MBTA Board of Directors recently endorsed a plan to significantly increase the frequency of commuter rail service – MassDOT's plan for West Station must align with that vision. 2. The walking and biking connections provided in MassDOT's proposal do not include the connections that we need between the Charles River path and Allston Village or Commonwealth Avenue including: a safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design; a footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths; and a new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, 3. The project's purpose must include a plan to improve the quality and extent of the Charles River parkland, the storage and treatment of stormwater, the ecological health of the river, and the need to provide human access to the river's edge. 4. MassDOT must provide a detailed plan to effectively mitigate travel disruptions during the 10-year construction period. No additional rail or bus service has yet been described or offered and no commitment has been made to keeping two tracks in service on the Framingham-Worcester Line during construction. 5. The construction plan described by MassDOT will have significant impacts on the Charles River for 10+ years. Project planning must include further review of design and construction alternatives to ensure that these impacts are mitigated and reduced to the greatest extent possible. I urge you to take action and think of the long-term transportation future of the Commonwealth. This project is more than just a highway project - it is an opportunity to think ahead about how to better support the transportation needs of a growing population of metro-Boston residents and businesses.	See Responses to Frequently Received Comments #2, #4, #7, #8, and #9.
1732	SBi	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1733	SBre	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1734	SBro	1	12/12/2019	River impacts, river users impacts	I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
1735	SBur	1	11/25/2019	West Station	To Whom It May Concern: I support the People's Pike recommendations for the Allston I-90 interchange project, and oppose many aspects of the current plans, including the grossly inadequate Franklin St. footbridge. Any quality pedestrian / bike path should not feature multiple switchbacks -- this demonstrates a priority for cars over people, which is not something we should accept in Boston. As a regular user of the current Franklin St. footbridge, I am excited about the prospect of a new and improved version -- but the new bridge as planned is not the version we need. The specifics of potential areas of improvement on the current project plan are listed below here. Thank you for your kind consideration. 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1736	SBur	2	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1737	SBur	3	11/25/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1738	SBur	4	11/25/2019	ped/ bike access, Agganis Way	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1739	SBur	5	11/25/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
1740	SBur	6	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1741	SBur	7	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1742	SBur	8	11/25/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1743	SBur	9	11/25/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
1744	SCar	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you.	See Response to Frequently Received Comment #8.
1745	SCow	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1746	SCud	1	12/12/2019	River user, River impacts, staging	Dear Mr. O'Dowd, When I row under the BU bridge I can smell the tar/gasoline that runs off the bridge into the river, which is so bad after heavy rain that the boat gets coated in oil, for that reason I am very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. I can't imagine how bad that would be. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1747	SDan	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1748	SEd	1	12/11/2019	parkland	Dear Allston Project Team, I am writing to urge you to make a greater effort to improve the parkland along the river's edge abutting your proposed interchange. The Charles River is Cambridge & Boston's greatest asset & I fear the current plan compromises that asset. Thank you for your consideration.	See Responses to Frequently Received Comments #2 and #9.

#	ID	Number	Date	Topic	Comment	Response
1749	Sen.M.H. D.	1	12/12/2019	rail/transit, West Station	We appreciate this opportunity to comment on the 1-90 Allston Multimodal Project National Environmental Policy Act (NEPA) Scoping Report. We understand how complex and massive this project is and recognize that MassDOT has implemented a long planning process with input from the community. Over the past five years, we have enjoyed the ability to connect directly with MassDOT through the Task Force and have witnessed MassDOT's willingness to incorporate community feedback throughout the process. However, after reading the latest NEPA Scoping Report, we have some serious concerns related to the livability of the Allston Brighton neighborhood and MassDOT's lack of understanding of the importance of the "People's Pike." Below we have outlined our top concerns of the latest plan and we sincerely hope you will consider these comments as you move forward. 1.A delayed West Station and flawed design: The notion that a fully serviced and highly functioning West Station is not included earlier in the project is a complete and utter disappointment to the districts we represent. Given that there is significant private funding available for this station and demonstrated public demand, there is no reason why MassDOT should delay the construction of West Station. West Station must be built as soon as possible so that commuters can use West Station while the highway is being rebuilt and so that Allston residents can begin to benefit from the use of West Station by 2025, not in 2032 when the overall project is scheduled to be completed. We also urge MassDOT to reconsider the current design, and instead advocate for a rail design that more closely resembles the original .. flip" designed by Harvard. West Station is envisioned to be a transportation hub with commuter rail service to Back Bay and South Station, as a north-south stop for bus routes from Cambridge to Longwood, as well as a rail link for western suburbs to Kendall Square and North Station along the existing Grand Junction Railroad. It is critical that the design of West Station consists of a fully serviced, quadruple-track railway offering maximum capacity, 15 minute headway service consistent with the recent MBTA Board vote to advance Regional Rail, rather than a minimum defined by the MBTA's 2017 Service Delivery Policy. Given the lessons we have learned from Boston Landing where current ridership is roughly 80% above what they anticipated when the project was fully built, MassDOT and the MBT A ought to plan for maximum potential transit rather than minimum level service. Over the years, our districts have shouldered the burden of mega infrastructure projects, which have created a concrete and asphalt moat preventing access to our neighbors and the Charles River, while drastically improving our suburban neighbors' access to Downtown Boston. Given this history, it is critical for MassDOT to have a heightened sense of fairness and equity to increase the connectivity and movability of Allston Brighton residents. A fully serviced, maximum capacity multimodal transit station will finally knit the Allston community and promote greater transportation equity in the Allston Brighton neighborhood. Delaying the construction of West Station and including a dysfunctional design is not fair to the residents of Allston Brighton and is a hugely missed opportunity. A fully functional transportation hub like West Station is a once in a lifetime opportunity, and to ignore this chance would be shortsighted and just plain wrong	See Responses to Frequently Received Comments #4 and #7.
1750	Sen.M.H. D.	2	12/12/2019	rail layover, People's Pike	2. Strong opposition to the proposed layup facility for train storage: The inclusion of a layup facility is in direct opposition to the relevant stakeholders and will increase air pollution, noise and vibration for the nearby Wadsworth Street neighborhood. Furthermore, the proper study and environmental analysis of the layup site has not been performed, and the NEPA report is relying on a 2013 study. Needless to say with the amount of notable development proposed nearby, this site has drastically changed from 2013. We find the 2013 study to be unsatisfactory. This space is extremely high value land located in close proximity to Harvard, MIT, and Kendall. Ultimately, we believe this site would be better utilized as a transit-oriented development, rather than the current proposal of a layup yard. The need for layup space will be decreased if the MBTA runs more midday service, a service there will be demand for given West Station's connectivity to prominent locations such as Downtown, Back Bay, and Logan Airport. If MassDOT continues to pursue layup in Allston, it must build decking over all rail tracks before using the layup yard to minimize the impact on the neighborhood. 3.Lack of the Wadsworth Street Buffer Park with a People's Pike and Agganis Way footbridge in the design: We are deeply troubled by the lack of a Buffer Park with a People's Pike walking and biking path that connects the Franklin Street Footbridge and Allston Village with West Station, Agganis Way, and paths to the River. This space would be created by moving the train tracks north and away from Wadsworth Street homes. The Buffer Park located along the south edge of the project was envisioned to provide a buffer from the highway and rail infrastructure to the nearby residential properties helping to alleviate noise and vibration impacts. The People's Pike is critical because it will provide an effective, safe route for bicycles and pedestrians between Allston Village and the rest of the proposed development at West Station. It will also provide greater access from West Station to the Charles River via the proposed bike-ped bridge at Agganis Way. The Buffer Park and People's Pike can be included either via the removal of the layup facility and/or express tracks which hinder, rather than improve, Worcester Line service.	See Responses to Frequently Received Comments #1, #4 and #9.
1751	Sen.M.H. D.	3	12/12/2019	mitigation of construction impacts, bike/ped access-Franklin Street Bridge, Agganis Way	4.Service degradation along Worcester Line tracks and lack of construction mitigation: As we drastically disrupt and reduce service on the Turnpike, it is critical that we have strong construction mitigation plans in order to minimize negative impacts to the Allston Brighton neighborhood. It is paramount that during the construction period we increase rail and bus transportation and maintain two Worcester line tracks. The thought of reducing commuter rail service to one track during construction will be debilitating to thousands of residents who rely on it to get to work, school, and other activities. While traffic is bound to occur, we must do all possible planning and implement a broad range of strategies to maintain mobility in Allston Brighton. 5.Inclusion of important and safe ped/bike paths and crosswalks to increase connection with the Charles River as well as other parts of Allston Brighton: In order for this project to be truly multimodal, we must have high-quality pedestrian and bike paths. We believe the following paths and ramps are necessary to facilitate access across our neighborhoods and to one of our state's most treasured public parks, the Charles River Reservation. Some of these projects include: The construction of the Agganis Way Footbridge over the Turnpike and Soldiers Field Road; A safe and attractive Franklin Street crossing that connects North and South Allston with no hairpin turns. An interim crosswalk on Cambridge St between Lincoln St. and Linden Street or acceleration of the bridge replacement project. Walking and biking space on the Grand Junction Bridge being rebuilt over Soldiers Field Road.	See Responses to Frequently Received Comments #4 and #9.

#	ID	Number	Date	Topic	Comment	Response
1752	Sen.MetroW	1	12/11/2019	Construction Impacts/mitigation	As a delegation, we are aware of the structural deficiencies of the I-90 viaduct that have necessitated its' repair and replacement, as well as the opportunity presented to address existing transportation needs and necessary improvements in the surrounding area. We are also aware of the current and future development potential unleashed by the realignment of 1-90 for land-owner Harvard University and the neighborhood and recreation and park improvements envisioned by the community and interested stakeholders. Finally, we are cognizant of the complexities inherent in the massive size of this project and the relatively small footprint to maneuver. However, what we are most concerned about in our capacity as the elected officials representing commuters who travel for work, as well as pleasure, in and out of the Greater Boston region is the overwhelmingly detrimental impact the eight to ten-year construction timeline will have on their ability to do so in a timely manner. The current level of congestion for both drivers and riders on commuter rail is prohibitive and the undertaking of this massive construction project, with already forecast multi-year losses of driving lanes and rail tracks, will have an enormous and unacceptable impact without swift and decisive investments to mitigate these detrimental conditions. Given this, we strongly urge you to consider during the selection of the Preferred Alternative the impact on commuters both short and long term. The planning work must limit the impacts for the entire duration of the construction project and the timing to commence the construction project should be after the necessary improvements to support greater capacity and more reliable service on the Framingham/Worcester line have been implemented. The effort to mitigate the transportation challenges of our commuters must be done with equal commitment to the success of the overall project and funding must be dedicated to do so. In addition, the timing of this construction project should be coordinated and staggered with the 1-495/1-90 Interchange Project so that Central Massachusetts commuters are not negatively impacted by both simultaneously. As it stands now, the projects are happening concurrently which will significantly impede and frustrate commuters.	See Response to Frequently Received Comment #9.
1753	Sen.MetroW	2	12/11/2019	Framingham/Worcester Line	Negative Impact Framingham/Worcester Commuter Rail Service: The Framingham/Worcester Line (also referred to as the Worcester Main Line) is the second busiest line and second longest line and connects the two largest cities in New England. The line experienced a 46% increase in ridership from 2012-2018 and had18,637 average weekday riders in L018. The current lack of reliability and limited service are long-standing concerns. This Pro1ect also proposes a reduction to a single track for long lengths of time, which will likely significantly increase commute time and potentially discourage use of commuter rail and move commuters to cars. This will worsen the congestion on the Mass Pike which will also be experiencing lane closures. In addition, the environmental impact of increased driving is anti-thesis to the work we are doing to reduce greenhouse gas emissions. In order to prepare for the negative commuters impacts the multi-year Project will cause, we need to accurately acknowledge the shortcomings of the current service on the line. This includes a current lack of parking at many commuter rail lots that prohibit many commuters from accessing public transportation most weekdays after 7:30am. Long-Term Traffic Disruption on the Mass Pike During Construction: The potential for significant increases to commute times due to lane closures on the Mass Pike, a lack of capacity on the Framingham/Worcester Commuter Rail, and a long-term reduction to a single rail track that may push rail commuters to driving, will exacerbate the already nearly insurmountable congestion and gridlock on the Mass Pike. In addition to the direct time toll on commuters, the lost productivity of these commuters and the regions employers over the long-term massive project may give the business community pause to consider growing their operations in an area so highly constrained. As the Project is envisioned today, the Mass Pike and the Framingham/Worcester line will be disrupted simultaneously with few practical alternatives. It is also important to note that the gridlock and congestion on the Mass Pike will also spread to main routes such as route 9, as well as secondary and side roads in the area, as commuters seek alternative routes through town centers and neighborhoods to avoid 1-90. This impact to cities and towns is unacceptable and efforts should be undertaken immediately to predict the potential impact and how to mitigate it. Given the inherent responsibility we have as the elected officials for the Central Massachusetts and MetroWest to advocate for the needs of our commuters, we respectfully submit the following requests that at a minimum are necessary to mitigate the detrimental impacts of this long-term construction project. We organized our requests in the following five main categories: Planning and Communication, Reduce Congestion/Travel Time, Capacity and Ridership, Reliability, and Frequency.	See Responses to Frequently Received Comments #9 and #10.

#	ID	Number	Date	Topic	Comment	Response
1754	Sen.MetroW	3	12/11/2019	mitigation	1. Planning and Communication: The design of the Allston 1-90 Multimodal Project contains significant impacts to MetroWest and Central MA commuters. Multi-year lane reductions on the Mass Pike and years of impacts to Framingham/Worcester Line commuter rail operations and potential reduction to a single-track during construction are likely to have dramatic impacts on commute times. The construction timeframe for the project is eight-to-ten years long and there are many variables and moving pieces that will need to be relayed in a timely manner, as well as ensuring that two-way communication is sought and prioritized. a. Construction Mitigation/Priority Improvements Planning: A full, detailed mitigation plan that encompasses all efforts should be developed with input from and review by the delegation and key stakeholders, including the MBTA and commuter rail operator Keolis Commuter Services, as soon as possible. The plan must include a strategic review of all modes of transportation, increase rail capacity and minimize all potential travel disruptions, including construction projects, paving, bridge repairs, rail repairs and signal and switches work, tree/brush cuttings, rest stop repairs, and any other potential travel disruption during the Project construction period. All interested parties should be clear on exactly what efforts will be undertaken, what funding has been appropriate or is necessary, and what efforts are dependent on other key decisions. While the delegation understands that the plan may need to be revised and enhanced as the Project progresses, it is imperative that the mitigation efforts be addressed with an equal commitment to the success of the overall Project, and that any funding necessary to implement the mitigation efforts be outlined in the very short-term. The mitigation plan must include accelerating the Framingham/Worcester line improvements prior to construction commencing. b. Communication Channels & Standing Corridor Working Group: A deliberative, ongoing, dedicated and two-way communication channel with the Central MA and MetroWest delegation needs to be developed and implemented so that legislators are fully aware of project developments that impact their constituents. Key stakeholders in the region should also be identified and be provided with timely, useful and shareable information. This channel should also be one where legislative and stakeholder input is sought and valued. In addition, the delegation believes that the best way to ensure the success of the Project and ongoing beneficial communication is through the creation of a Standing Corridor Working Group for the duration of the Project, specifically focused on the Project impacts across all modes of transportation and mitigation efforts for the regions. We request support of this endeavor. c. Staggered Construction Timelines: The Allston Multimodal Project construction timeline is currently planned to overlap for three to four years with the 1-495/1-90 Interchange Project. We request that the 1-495/1-90 Interchange Project be accelerated, and the two Projects be staggered to reduce overlap so as to minimize the amount of time commuters are navigating massive construction projects with potentially substantive commuting delays.	See Responses to Frequently Received Comments #9 and #10.
1755	Sen.MetroW	4	12/11/2019	staging: off-set lane and track reductions	d. Off-set Lane & Track Reductions: every effort should be undertaken to ensure that there are not simultaneous reductions in lanes on the Mass Pike and a reduction to a single rail track Any concurrent reduction should be planned for short periods of time during the year when traffic is at its lowest point and significant public awareness efforts must be undertaken to broaden awareness. The delegation would like to make clear that our strongest preference be that NO REDUCTION to a SINGLE TRACK is planned, however, in the event that the construction site constraints preclude this, that the reductions be minimized to the shortest extent possible. We also request that the mitigation plan be clear on how the MBTA will approach a reduction to a single lane, including the minimum timeframe each reduction to a single track would entail and what the impacts on commuters will be during the construction of the single track.	See Responses to Frequently Received Comments #9 and #10.
1756	Sen.MetroW	5	12/11/2019	Congestion/ traffic impacts	2. Reduce Congestion/Travel Time: Consumers consistently express concern with long travel times on both the Mass Pike and the Framingham/Worcester Rail Line. All efforts must be undertaken to lessen the number of single occupant vehicles and increased shared rider opportunities, as well as provide increased parking for rail commuters. a. Identify and Enhance Park-and-Ride Service: encouraging commuters to share rides diminishes the volume of traffic on the Mass Pike. Park-and-Ride lots should be increased in the feeder road areas and provided at no-cost. b. Provide Bus & Shuttle Service: robust bus serve on the Mass Pike has the opportunity to greatly diminish the number of vehicles on the roads. The MBTA should provide bus service from an enhanced number of geographically targeted Park-and-Ride lots where there are large feeder areas onto the Mass Pike and provide direct service to the Back Bay and South Station for commuters to make further connections. c. Business Community Engagement: the ability of employers to offer flexible scheduling and work at home options to employees is one way to reduce the morning and evening rush-hour congestion. Businesses can also provide incentives for employees to use public transportation. A detailed and planned effort to engage with the business community and Chamber to work together to reduce traffic during peak periods should be undertaken. d. Incentivize Public Transportation: offering discounted monthly transportation passes, discounts to multi-family member pass purchases, and discounts on monthly parking passes (assuming there is increased parking capacity) can incentivize more people to use public transportation and lessen the congestion of vehicles in the construction site zone. e. Investments in Real-Time Information Sharing: whether it is remaining parking capacity at park-and-ride lots, on-site and off-site commuter rails lots, up-to-the minute information on the status of trains whether commuters are contemplating the best commute option/wailing for trains/on-board trains, or lane closures and track reductions, commuters need to be able to access information that is immediately current so that they can make real-time commuting decisions that benefit themselves and other commuters simultaneously. This includes improving wi-fi access on the trains so that commutes can be more productive as current service is spotty and unreliable. f. Scenario Planning: as gridlock and congestion on the Mass Pike increases and driving applications such as WAZE outlined faster commute options, drivers will access other main and secondary and side roads in the cities and towns, causing increased local traffic impacts. Scenario planning work must be undertaken to determine which roads would most likely be impacted and mitigation efforts recommended, beyond what we have requested, should be determined. g. Raised platforms: While raised platforms are already programmed for much of the line, we request acceleration of the programmed work and funding for the remaining stations to be programmed. Raised platforms significantly decrease travel time and improve ADA access.	See Response to Frequently Received Comment #9.

#	ID	Number	Date	Topic	Comment	Response
1757	Sen.MetroW	6	12/11/2019	rail Operations	3. Capacity to Increase Ridership on the Framingham/Worcester Line: Ridership on the line has seen a dramatic 46% increase since 2012, the largest overall increase in the system. During peak hours, cars are frequently overcrowded, causing discomfort for passengers and difficulty collecting fares. One of the likely causes of overcrowding in the morning is the lack of parking. Most parking all along the line is full by 7:30 a.m., resulting in overcrowding on early trains. If more parking was available, commuters whose schedules allow for a later departure would be able to park and take later trains. A survey of commuters should be undertaken to understand potential ridership model changes with increased parking capacity. a. A Minimum of 9-Coach, Double Stack Sets on All Peak Trains: All peak commuting hour trains should run nine double-deck cars. b. Investigate Feasibility of Additional Peak Service: the effort to reduce the number of drivers on the Mass Pike will be enhanced if additional train sets can be added during peak commuting times. c. Expand Parking at Commuter Rail Stations: the existing number of parking spots available at commuter rails lots on the line is woefully inadequate for existing users and prevents any growth in ridership. The MBTA must undertake and lead a concerted and funded effort to significantly expand on-site and off-site parking options and to engage with municipalities, RTAs and the business community on how to provide shuttle service from off-site locations. 4. Reliability of Service on Framingham/Worcester Line: As of November 2019, the Framingham/Worcester Line ranks 10th out of 14 lines in annual on-time performance (OTP). Monthly OTP on the line is variable, dropping as low as 82% in October 2019, and the line has hit Keolis's contractual OTP target of 90% only twice in the last 12 months. Lack of reliability has been a recurring complaint from riders. Recent data provided by the MBTA shows 60% of avoidable delays were due to malfunctioning locomotives /train sets. signals. and switches. a. Accelerate Rolling Stock and Coach Procurements and Upgrades: Train set mechanical failure was a primary cause of delays, responsible for 9,400 lost minutes on the Framingham/Worcester line in 2018 according to MBTA data. We are aware of the current plans to either replace or refurbish the entirety of the locomotive fleet to both reduce mechanical delays and maximize emissions reductions. We request that this work be accelerated so that it is completed prior to the Project construction commences. Given the impact of the Project on commuters, we also request that the Framingham/Worcester line be prioritized for deployment of the refurbished and upgraded stock so that mechanical failures and their detrimental impact on commuters be diminished in this already challenging anticipated environment. b. Redundant Train Set: Store a secondary train set to call into service in cases when primary sets malfunction on the line. This can minimize cascading effects on the schedule when a train must be taken out of service. c. Schedule for Assessing and Upgrading All Signals and Switches. Signal code line failures, signal failures and switch failures were the cause of 31 % of avoidable delays on the line in 2018. We request a plan to inventory signals and switches and a schedule to proactively upgrade equipment in need of replacement before the construction begins on this Project.	See Response to Frequently Received Comment #9.
1758	Sen.MetroW	7	12/11/2019	rail Operations	5. Frequency: A more frequent schedule is needed to address capacity constraints, alleviate congestion on the Mass Pike and respond to more fluid work schedules. a. Fund and Complete New Center High Platform at Union Station: A new, center island full-level platform is currently under design which will add a second track at Union Station and allow for more frequent departure of trains. We request that construction be fully funded and completed prior to the commencement. b. Rail Crossings: At-grade crossings cause traffic bottlenecks in the region and have been a long-standing concern for impacted municipalities. We request that the MBTA work with municipalities where at-grade crossings are located to identify near-term solutions. c. Release the Detailed Feasibility Study of the 3rd track Between Framingham and Newton and in MetroWest: We appreciate the Baker/Polito Administration's effort to assess the feasibility of adding a third track between Framingham and Newton. This long-term project has the potential to improve regional service by eliminating conflicts between local and express trains, especially during peak commuting hours. We request a summary of next steps and how this work can be commenced and expedited to increase service on the line.	a. MBTA is tasked with improvements to Worcester Station under a separate contract. b. MassDOT will pass the request for improvements at grade crossings along to MBTA for consideration. Grade crossings will not be addressed under this project. c. MBTA is developing a design for the Worcester 3rd and for designs to improve Newton Stations track under separate contracts.
1759	Sen.MetroW	8	12/11/2019	rail/transit, West Station	Preferred Alternative Selection Requirements: While the majority of our focus in this letter is on efforts to mitigate the detrimental impacts to commuters during the long-term construction period, we also wish to be clear that the Preferred Alternative chosen must not unnecessarily increase or impede the travel time of rail commuters when West Station opens and the Project is ultimately completed. It is our understanding that when the Boston Landing Station opened in 2017 along the existing tracks, the speed of express trains was not affected by the new station. We believe West Station should be built in the same manner, so that trains will be able to pass through the station at full speed, while allowing the ability, if and when a connection is available to Kendall Square, for passengers on trains which do stop to transfer to that connecting service. Every effort to prioritize track speed and to diminish the length of time needed to slow trains approaching the station should also be prioritized. In addition, the delegation wants to ensure that the ability to get replacement locomotives and coaches onto the Framingham/Worcester line is prioritized, as when either fails it is a critical determent in the success of on time performance and reducing the impact of mechanical failures. The cascading effects of mechanical failures, particularly during peak travel times, and the lead time to get replacements on the line leads to system wide repercussions. The Preferred Alternative must prioritize more flexibility and timeliness to get replacements on the line and future ease of access between the Framingham/Worcester Line, the layover yard and the Grand Junction. Summary: In closing, we again reiterate our fundamental belief that this massive and complex Project cannot be successfully planned or constructed unless a strategic review and mitigation plan is adopted and implemented that prioritizes, plans and funds mitigation efforts that significantly lessen the certain and detrimental impact the Project will have for a decade on the thousands of daily commuters from our regions west of Boston. Additionally, we request that you not view this Project as a stand- alone, but as one of two massive overlapping undertakings, the other being the 1-495/ 1-90 Interchange Project, along with many other potential and planned travel disruptions contributors that will impede our commuter's ability to travel to the Greater Boston region in a timely manner. Finally, we are seeking to be strong partners in advocating for the mitigation efforts needed and will seek legislative and budgetary support as needed to implement the plan. Thank you for your attention to these requests and we look forward to your response.	Please see the Responses to Frequently Received Comments #4 and #9. The updated Modified Flip, with the updated three platform, four track West Station design has been designed for operational flexibility and speed. These designs are consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service. Preliminary estimates suggest that a stop at West Station under the current design schemes would add less than two minutes to the inbound and outbound schedules. In addition to the I-90 project, the MBTA is undertaking measures elsewhere on the Worcester/Framingham line that will improve travel times. These combine measures should increase system capacity. See also the Response to Frequent Comment #11.

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1760	Sen.WB	1	12/11/2019	rail/transit, West Station	Attached you will find Senator Browsberger's comment letter regarding the NEPA scoping document. I am aware that you are receiving many comments from other legislators, and I join in most of those comments. I write to place special emphasis on the following two issues: Improvements should be made to public transit, prior to the start of construction to mitigate construction impacts. Efforts should be made to improve Worcester line reliability and to increase frequency. Additionally, we should adopt measures to add transit capacity on other modes; by expanding park and ride options and by adding additional new bus service. At a minimum, existing service cannot be degraded at any point during the project. Worcester Line service should not be reduced to a single track operation to facilitate construction staging. To improve transit options for the neighborhood and commuters from the west, West Station should be constructed early. The design of West Station should accommodate high frequency service on the Grand Junction Line to Kendall Square or North Station, and high frequency service to South Station on the Worcester Line. The configuration of West Station tracks should be kept as simple as possible, so trains serving West Station do not block or otherwise foul tracks serving other trains. I look forward to working with you and my colleagues to address these concerns and the many other important concerns that are being raised about this project.	See Responses to Frequently Received Comments #4, #6, #7, and #9.
1761	Ser	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.
1762	Ser	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
1763	SFa	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1764	SGo	1	11/25/2019	West Station	To whom it may concern. I am a resident of Allston-Brighton and my family is an active part of the community. As my children get older, it is important to me that they can get around safely without a car. I also want to be able to work in Cambridge without needing a car to clog roads. Please reconsider your current plans and provide the following for the future of our community: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.

#	ID	Number	Date	Topic	Comment	Response
1765	SGo	2	11/25/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1766	SGo	3	11/25/2019	ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1767	SGo	4	11/25/2019	People's Pike, ped/ bike access	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1768	SGo	5	11/25/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Response to Frequently Received Comment #1.
1769	SGo	6	11/25/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1770	SGo	7	11/25/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1771	SGo	8	11/25/2019	staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1772	SGo	9	11/25/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
1773	SGor	1	12/6/2019	River impacts, staging	Dear Mr. O'Dowd, As a member of the CRWA, I have taken on faith their assessment that MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project will have significant negative environmental impacts to the river, "including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem." If this is true, I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1774	SGri	1	11/26/2019	West Station	As a bicycle commuter, I know the throat section very well. The shore line there harbors turtle eggs and other wildlife as narrow as it is. The current plan for straightening the pike isn't looking forward to more cyclists and public transportation. I'd like to see: - Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4 and #7.
1775	SGri	2	11/26/2019	Ped/ bike access	- A safe and attractive pedestrian and bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1776	SGri	3	11/26/2019	ped/ bike access, Agganis Way	- A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1777	SGri	4	11/26/2019	ped/ bike access, Agganis Way	- A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes and connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1778	SGri	5	11/26/2019	Trains	- No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station. Talk to the other hand—the vision is for trains every 15-20 minutes.	See Response to Frequently Received Comment #1.
1779	SGri	6	11/26/2019	Bus lane	- Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1780	SGri	7	11/26/2019	Trains	- Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1781	SGri	8	11/26/2019	staging	Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1782	SGri	9	11/26/2019	transit	- A plan to significantly increase rail and bus services to offset the disruption of construction. In all your actions, think, "What would Olmstead do?" yes, I know he engineered his parks, but with humans and wildlife in mind.	See Response to Frequently Received Comment #9.
1783	SGrim	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1784	SHa	1	12/12/2019	staging, river impacts, alternatives analysis	A longtime Cambridge resident, I am deeply disturbed by the DOT's current proposed relocation of part of Soldiers Field Rd (SFR) and Paul Dudley White path, either on fill or a temporary bridge, into the Charles river during the lengthy and costly 1-90 Allston work. Construction is due to take about 8-10 years, and the environmental impact of such relocation has not been fully examined. Such relocation would severely impact the current ecosystem of that stretch of the Charles river, given the ensuing inevitable disruption of sediment containing heavy metals and toxic chemicals. Fish, birds and other aquatic wildlife would immediately suffer, given the severely degraded water quality of the river. This proposed relocation of SFR into the river was NOT included in MassDOT's January 2019 decision re preferred project design. Why was it omitted, and brought up only as an afterthought addition? Given the absence of this proposal in January 2019, there has been NO public analysis of its possible/probable impacts or alternatives. The public deserves to have an adequate assessment of the proposed relocation's potentially hazardous impacts.	See Response to Frequently Received Comment #8.
1785	SHam	1	12/11/2019	River impacts, staging	11 December 2019 Dear Allston I-90 Project Team, Jeffrey McEwen, Division Administrator Michael O'Dowd, Acting Director of Bridge Management I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange Project. The temporary bridge/trestle proposed in the Charles River to accommodate Soldiers Field Road and the White Pedestrian/Bike path will have major damaging environmental impacts on the water and people's use of the river. Narrowing the river, even for an 8-10 year period will cause congestion just as the river was cleaned up to accommodate more boating use. The construction of the barricade and abutments will pollute the river. The winter roadway salt, roadway vehicle gas and oil running into the river will permanently harm the water cleanliness and wildlife and set back the recent progress made in cleaning up the river. There is adequate adjacent land to build temporary roadways while the Mass Pike is rerouted, even in the "throat" area. The current plan is an environmental nightmare! Please consider an alternative design that does not encroach on the Charles River.	See Response to Frequently Received Comment #8.
1786	SHar	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1787	SHo	1	12/12/2019	River impacts, transit	At a time when the state is saying they want to protect our natural resources and encourage alternative transportation, it is unconscionable that the Baker admin is considering routing Storrow Highway over the river (causing long term terrible impacts) just so drivers don't have to be inconvenienced. When the MBTA does construction we get bus substitution or nothing, but the Baker admin seems to be hypocritical when it comes to drivers, refusing to tell them to sacrifice similarly, instead telling Boston residents who bike/walk/run that the state is going to destroy the river to minimize drivers inconvenience. Just have drivers use 90, or, use the public transit. Please stop being so stuck in the 1950s.	See Response to Frequently Received Comment #8.
1788	SHo	1	12/11/2019	Transit, ped/ bike access	Dear Allston I-90 Project Team (cc to Rep. Denise Provost, Sen. Pat Jehlen, Jim Aloisi/TriMount, Transit Matters, and WalkBoston): I am writing to give my comments on what I have observed regarding MassDOT's project plan for the Mass Pike Allston Interchange reconstruction project. I have very serious concerns about the automobile-centric priorities which are made abundantly clear in the plan, and about the lack of a positive vision for the future. The plan as written sacrifices ten years of efficient east-west Commuter Rail service in order to accommodate the in-place reconstruction of the I-90 viaduct and associated ramps. A minimum of two usable tracks needs to be maintained at all times to allow trains to service the excess capacity which will be created by the decreased auto throughput on I-90 caused by the project's many lane closures	See Response to Frequently Received Comment #10.
1789	SHo	2	12/11/2019	West Station	Furthermore, the plan MUST include all accommodations necessary to build out the so-called West Station as a key inter-modal hub connecting the Worcester Line commuter rail with a new Grand Junction Line electrified service linking this "new" Allston neighborhood with Cambridgeport, MIT, Kendall Square, and North Station	See Responses to Frequently Received Comments #4, #6, and #9.
1790	SHo	3	12/11/2019	Ped/ bike access	Finally, provision must be made so that pedestrians can enjoy as beautiful and unimpeded passage as possible across the daunting infrastructure of railroad and highway crossings.	See Response to Frequently Received Comment #2.

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1791	SHo	4	12/11/2019	Pollution	It's clear that the priorities of this project are too narrow in scope ("replace the aging freeway viaduct"). This is a once in fifty years opportunity to redress the blinkered, myopic, automobile-centric view that has been at the core of Massachusetts's transportation policy for the entirety of our lifetimes. We now have the ability to prioritize the kinds of transportation that will be necessary if our civilization is to have any hope of continuing to thrive: reliable and efficient MASS TRANSIT is a key to reducing transportation-related carbon emissions! If you continue with the project as currently proposed, you will squander this opportunity, dooming Massachusetts not only to another fifty years of gridlock brought on by Cars-are-King transportation thinking, but also to a future where our transportation options require us to burn more fossil fuels, increase our CO2 emissions, suffering the catastrophic consequences which are all too familiar to us	See Response to Frequently Received Comment #2.
1792	SHo	5	12/11/2019	Ped/ bike access, transit	You MUST understand that the choices we make here are vital not only to our immediate economic, social, and physical well-being; they are a key contributor to whether we will be able to continue to thrive as a species on this planet. Prioritize the movement of PEOPLE, not cars, and revise this design accordingly. Our futures depend on getting this right. Thank you for your consideration.	See Response to Frequently Received Comment #2.
1793	SHPO	1	12/11/2019	historic properties	Dear Mr. McEwen: Thank you for submitting a copy of the NEPA scoping report for the proposed I-90 Allston Multimodal Project in Boston (Allston/Brighton) and a list of consulting parties, which was received at this office on November 13, 2019. The Massachusetts Historical Commission (MHC), office of the State Historic Preservation Officer, have reviewed the information you submitted and have the following comments. MHC concurs with your list of consulting parties, but recommends that the following organizations be added to the list of consulting parties: the Esplanade Association and the Allston Multimodal Task Force.	The Esplanade Association and individuals of the Task Force will be invited as consulting parties for the Project.
1794	SHPO	2	12/11/2019	historic properties	With respect to the NEPA scoping report, MHC has the following comments. The proposed project area includes a number of historic properties that are listed in the National and State Registers of Historic Places, including Soldiers Field Road and the Charles River Basin Historic District. Soldiers Field Road (BOS.9602) is listed in the National and State Registers of Historic Places as a contributing element of the Charles River Parkways District (BOS.YK). Also located within the overall project area are the Harvard A venue Historic District and the Allston Depot Station, which are listed in the National and State Registers. In addition, there are numerous historic properties in the project vicinity that are included in the MHC' s Inventory of Historic and Archaeological Assets of the Commonwealth. The EIS should include a complete list of historic properties and more detailed project maps or plans which depict the locations of the historic properties with respect to the proposed project impact areas.	Concur. The EIS will include a complete list of historic properties and more detailed project maps or plans which depict the locations of the historic properties with respect to the proposed project impact areas.
1795	SHPO	3	12/11/2019	historic properties	While a summary of the review procedures pursuant the Section 106 of the National Historic Preservation Act (36 CFR 800) are briefly described on pages 47-48, the scope should clearly include the careful consideration of prudent and feasible alternatives that would specifically avoid adverse effects to historic properties (36 CFR 800.6). The scope of alternatives (Section 3.0) should specify this in particular, since the preferred alternative involves construction of a bypass road in the Charles River, which is listed in the National Register of Historic Places within the Charles River Basin Historic District (BOS.CA/CAM.AJ).	The EIS will include the careful consideration of prudent and feasible alternatives that would specifically avoid adverse effects to historic properties (36 CFR 800.6). A Preferred Alternative will be identified in the Draft Environmental Impact Statement.
1796	SHPO	4	12/11/2019	historic properties	The scoping document should follow the guidance in the Advisory Council on Historic Preservation's (ACHP) handbook on coordinating NEPA and Section 106 compliance procedures.	Concur.
1797	SJo	1	12/12/2019	Franklin St Bridge, street trees	I'm a resident of Allston with this concern about the current I-90 plan: the footbridge over the Pike is obviously in rough shape, and I'm glad it's getting re-done. However, it's incredibly important that the new design be made without hairpin turns. I regularly take my children over the bridge on our family cargo bike. The existing geometry is way too tight to safely make turns. This is a particular concern on the Cambridge St side, where it dumps out at a dangerous 90 degree angle to a narrow sidewalk along an incredibly busy multi-lane road. Ideally Cambridge St could be pinched a little there to provide more turning radius for bikes and generally more room for bikes + pedestrians to flow. The remains of the missing street trees on the Cambridge St sidewalk also result in a too-narrow path that makes pedestrian + cyclist coexistence very tricky. There is also a friction problem in which the existing ramps, which are very steep and covered with slick paint, are too slippery when wet--bike tires skid and slide along these surfaces. I'd like to see these issues addressed in the coming redesign. This thoroughfare is a major pathway that my family travels, for example, to get to the post office or restaurants. It's just not safe enough for kids right now. (Not to mention an eyesore.)	See Response to Frequently Received Comment #4.
1798	SJoh	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully find alternative approaches to staging and construction that don't harm our river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1799	SK	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1800	SKah	1	12/9/2019	River users impacts, pollution	Hello, As a Charles River user, the proposed changes to the river's traffic pattern would increase safety risks for all Charles River users. The significant narrowing of the river around a highly trafficked turn is an unacceptable plan. As a citizen interested in environmental preservation, I would be concerned at increase of roadway chemicals having direct access to the river. As a former civil engineer, I see that this will be a difficult site to work with, but there must be more consideration for the effected communities before a plan is accepted. As it stands, I do not support the plans for the I-90 interchange project. Thank you for hearing my concerns.	See Response to Frequently Received Comment #8.
1801	SKai1	1	11/7/2019	River impacts	I'm from Cambridge. I'm impressed by many of the organizational elements that you showed us tonight in your review process. But there are some rough edges I'd like to point to. Where it refers to evaluation of the alternatives based on their permanent impact. Permanent, so I ask what about the temporary impacts? Such as the viaduct, such as one single track Commuter Rail, or shutting down the Grand Junction Line, those are all temporary but are very, very important and should be included in the EIS?	See Responses to Frequently Received Comments #8 and #10. Construction impacts will be analyzed and described in the Draft Environmental Impact Statement.
1802	SKai1	2	11/7/2019	Background	All of the build alternatives discussed in the report are represented as plan drawings, and most show a typical section. However, none of them show profiles. The profile will show how high or low a road might be and serve as a vital element in understanding the visual and noise impacts from roadways. Thus I urge the inclusion of profiles for all alternatives in the scoping report, at least in an appendix.	Relevant profiles for each of the Throat area options will be included in the Draft Environmental Impact Statement.
1803	SKai1	3	11/7/2019	Background	Finally, I think your alternatives as you've written them out in the Report, are very muddy and unclear. You really have to study them as to what's being recommended here as part of the EIS. Now maybe I read this wrong, but what I mean is that there's only 2 alternatives here. 1 is the No Build which is an obligation the wall and the other is called the hybrid East bound version, which has the Soldiers Field Road over the Inbound and Eastbound turnpike. Now in effect, you are abandoning the outbound/Westbound version, which I think makes since. The Westbound version had signing problems. I don't see a real value of including it here the Eastbound has the biggest advantages. What the fascinating thing is that the preferred alternative of the draft EIR 2 years ago is not recommended for the study. That was the [inaudible] viaduct. I think that's solid change. But I'd like to see it included because if it's in the EIS it would demonstrate why we are desiring to go from another plan with the highway viaduct. And we would better be able to see the advantages of a highway viaduct. So keep that widened it was preferred the last time around. And other thing is in this lengthy debate, some of us have had, Fred has mentioned it, Jack Wofford has the difference between 6 versus 8 lanes on the turnpike. I've never, never seen traffic congested in those lanes. The bottle necks out there, they are at 2 other locations. I think, in particular Newton Corner, which is only 6 lanes. The [inaudible] merge. So, if you take out two lanes, you've got enough room to [inaudible]. Therefore, I would like to see the [inaudible] alternative included in the EIS. Thank you.	See Response to Frequently Received Comment #11 and Section 5.4 of the Scoping Summary Report. Three Throat Area Options will be carried forward into the Draft Environmental Impact Statement for further analysis, including a Modified Highway Vaiduct Throat Area Option. Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic Operations screening criteria established for the Project (see Section 5.1 of the Scoping Summary Report).
1804	SKai1	4	11/7/2019	No Build	The No-Build is obvious to general reader, but unfortunately as an alternative it is not represented by plan drawings, sections or profiles. If the EIS is to be a comparison with the No Build, that option must be presented in a clear and relatively complete manner.	See Figure 2 of the Scoping Summary Report.
1805	SKai1	5	11/7/2019	No Build	Variations on the No-Build would include the alternative of rehabilitating the existing viaduct in the throat area or a total reconstruction as a duplication of the existing structure. For clarity I prefer to call this the "Callahan Option" because that is what was built by Bill Callahan in the early 1960s when he was forced not to build on river parkland. The Scoping Report properly does not recommend the Callahan Option to be included as an alternative in the EIS.	The No Build will be carried forward to the Draft Environmental Impact Statement for further analysis. In addition, a Modified Highway Viaduct in the Throat Area under the 3L Re-alignment Alternative will also be carried forward into the Draft Environmental Impact Statement for further analysis. See Section 5.4 for further discussion.
1806	SKai1	6	11/7/2019	Background	The next alternative is called the 3L Realignment with options. The options are not clear, and there should have been numbered plans showing each of them.	The 2019 Scoping Report included figures of each Throat Area Option and West Station and Rail Layout Option under consideration. See Figures 5-12 of the Scoping Summary Report.
1807	SKai1	7	11/7/2019	Background	I argue that one of the primary motivations for selecting the hybrid option is that it was better than the widened viaduct. The full viaduct plan is clearly no longer preferred, and may even be considered withdrawn by MassDOT (as was the AP plan) but the impacts and changes of the hybrid plan are important to understand relative to the full viaduct. It tells us much about the history of consideration of alternatives, the difficulties, success and failures that should be included in an EIS document.	A Modified Highway Viaduct Throat Area Option has also been deemed reasonable for the Project and will be further analyzed in the Draft Environmental Impact Statement.

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1808	SKai1	8	11/7/2019	Turnpike	An unresolved traffic issue is the MassDOT presumption that eight lanes of Turnpike are required for long-term traffic operations. This claim has never been justified in traffic terms and standards awkwardly in conflict with the accepted plan for ten years of six-lane operation during construction.	The “justification” for maintaining the existing eight lanes through the Throat Area is based on future traffic operations. Because volumes in both the eastbound and westbound directions would exceed the capacity of a six-lane highway, unacceptable congested conditions (LOS F operations) would result if a lane were removed.
1809	SKai1	9	11/7/2019	Staging, Turnpike	Thus the choice of six lanes could mean an additional 22 feet of saved space in the at grade plan shown in Figure 9. Depending on the profiles, I believe an additional 9 feet of cross-sectional space could be saved, for a total of about 31 feet. Thus the at-grade option is feasible without an intrusion into the river, leaving 13 feet for green space. It is still short on green space, but it is no longer in the river – either permanently or temporarily.	The “justification” for maintaining the existing eight lanes through the Throat Area is based on future traffic operations. Because volumes in both the eastbound and westbound directions would exceed the capacity of a six-lane highway, unacceptable congested conditions (LOS F operations) would result if a lane were removed.
1810	SKai1	10	11/7/2019	At Grade	the at-grade option should be retained as one of four already presented plans to be studied : No Build, widened viaduct, eastbound hybrid and at grade.	See Response to Frequently Received Comment #3.
1811	SKai1	11	11/7/2019	At Grade	I would bring the agencies' attention to the public comments of November 30, 2018 on the hybrid plans, in which I offered plan and profile for a half-tunnel option with an eastbound TP tunnel, SFR at grade, no viaducts, no sewer or water relocation, no intrusion into the river either temporary or permanent, and no parkland takings.	We have reviewed this alternative at a preliminary level and there appears to be insufficient distance to transition horizontally and vertically into and out of this stacked I-90 condition while maintaing connections to the interchange, both during construction and in the final condition.
1812	SKai1	12	11/7/2019	Turnpike	an additional option could be the creation of a continuous six-lane section from Allston to Copley Square, three travel lanes each way plus a full breakdown lane. This discussion makes clear that the traffic discussion of impact on the Mass Turnpike must go beyond Allston and must extend at a minimum between Copley Square and Newton Corner.	Some have suggested removing travel lanes from I-90 and/or SFR to reduce the overall width of the roadways through the Throat Area as a means to avoid impacts to the Charles River. However, removing a travel lane from either facility would result in increased congestion on that roadway and failure conditions (Level of Service – LOS F) during peak periods. These operational conditions would not meet the Traffic
1813	SKai1	13	11/7/2019	traffic scenarios	I must note a very positive initiative in the scoping approach proposed by FHWA is the idea of using two traffic scenarios. Scenario One would look at a future build with a No-Build assumption for Harvard development in Allston. Scenario Two would consider both Build assumptions for both transportation and full-build Harvard.	See Section 4.0 of the 2019 Scoping Report for a description of the environmental analysis and methods that will be used during development of the Environmental Impact Statement.
1814	SKai1	14	11/7/2019	development	The challenge for MassDOT and FHWA is to get a complete listing of all development parcels and reasonable projections for trip generation. Under MEPA, a Notice of Project Change should be required to get a complete description of Harvard's Allston land holdings and their expected potential for development, including air-rights.	See Section 4.0 of the 2019 Scoping Report for a description of the environmental analysis and methods that will be used during development of the Environmental Impact Statement. According to FHWA guidance 6640.8A, the discussion of land use should identify the
1815	SKai1	15	11/7/2019	MEPA Central Artery	FHWA might wish to check the 1983 MEPA scoping of the Central Artery project, which included a full new ENF and several public meetings, as well as a detailed scope of work including traffic.	See Section 4.0 of the 2019 Scoping Report for a description of the environmental analysis and methods that will be used during development of the Environmental Impact Statement.
1816	SKai1	16	11/7/2019	Staging	Traffic and transit planning should cover both construction staging and long term operations. Operational problems need to be identified, considered (with alternatives) and mitigated.	See Responses to Frequently Received Comments #9 and #11. Impacts, including construction impacts as well as final design impacts, of alternatives identified in Section 5.4 of the Scoping Summary Report will be presented in the Draft Environmental Impact Statement.
1817	SKai1	17	11/7/2019	traffic models	The 2017 I-90 DEIR explained that the “BPR formula” model for trip assignments continues to be used in CTPS modeling work for Allston. This model dates back to 1963 and allows assigned traffic flow under near gridlock conditions to grow to near infinite levels when vehicle speeds approach zero. This assumption is contrary to observed traffic and to the recommendations of the Highway Capacity Manual. The BPR equation should be considered as if were an alternative to the recommended procedures of the Manual or other suitable reality-based methods. The BPR formula also fails at the extreme condition of gridlock, when by definition nothing moves : speed is zero and vehicle flow is zero (not infinite). the model completely fails to accurately represent traffic conditions during congestion or LOS F. Thus the CTPS model should be changed and a new more realistic formula used for LOS F. This relation should be calibrated by reference to existing traffic counts. The best place to start is with Turnpike speeds and counts. My own analysis of existing Turnpike data based on peak-hour traffic counts and speeds indicates that traffic counts decrease when speeds are reduced by congestion. The attached graph shows the relationship between speed and traffic counts for the outbound Turnpike. This result is completely different from the BPR formula used by CTPS. A quarter of all the peak period trips will have travel times at least three times longer compared to free flow conditions. Actual functional capacity is reduced by 14 percent at these lower speeds. Data on reduced Turnpike performance with congestion should be collected and reported in the Draft Environmental Impact Statement. The year 2000 Highway Capacity Manual in Chapter 30 initiated a series of recommended capacity methods quite different from the outdated BPR formula. It allowed the old BPR methods to be used only if groups such as CTPS had computers that ran too slowly. I do not believe this is a problem in Boston. One response is to find the right choice of computer to assure the proper calculation speeds for CTPS to use HCM methods.	The Bureau of Public Roads (BPR) equation is a widely used and accepted function that outputs the estimated delay for a particular roadway segment. As inputs into the function the BPR equation considers factors such as roadway volumes and capacities. Research into the state of the practice has found that the BPR function is widely used. https://www.transit.dot.gov/sites/fta.dot.gov/files/traffic-assignment-and-feedback-research-to-support-improved-travel-forecasting.pdf The reason the BPR function has been widely used and employed is that it is a realistic model of travel delay. In other words, the BPR function is, as a matter of mathematical fact, responsive to increased congestion in that, when the volume input into the function increases, the time it takes for that volume of traffic to traverse the link also increases. CTPS devotes many person hours towards improving the models it uses to forecast travel demand and has done so, on a rolling basis, for decades. CTPS strives to produce unbiased, logical and defensible forecasts using the best data available. The analyses performed by CTPS are industry approved techniques employed by other metropolitan planning organizations, regional planning agencies and consulting companies around the country. The demand estimates produced by CTPS are used as inputs into traffic engineering models which are in turn used to estimate delay at local intersections and on local roadways. This traffic engineering is performed by private traffic consultants that are not affiliated with CTPS.

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1818	SKai1	18	11/7/2019	traffic models	The EIR must utilize the word “bottleneck” and must identify the flow bottlenecks within the study area and near the periphery of the study area. As noted above, these include Newton Corner and Copley Square on the Turnpike.	MassDOT has acknowledged in previous environmental filings (DEIR) that some segments of the I-90 corridor operate at low speeds and under congested conditions during some peak periods – even if the word “bottleneck” wasn’t specifically used to describe the situation.
1819	SKai1	19	11/7/2019	traffic models	Queuing and delay models need to be presented for future I-90 Interchange operations with future development in Allston, as well as existing conditions. Proper accounting should be made for the bottleneck effects of the Cambridge Street to River Street corridor. Future driveways to developments in Allston should be indicated on the plans. Possible driveway congestion and blockage should be identified.	The lack of driveways on the plans should not be misinterpreted as the parcels being “access-controlled”. Rather, driveways have not been identified up to now because Harvard University has not brought forward any specific land use program/designs. Proposed access points for driveways and parking garages will need to be identified by Harvard University when they file environmental review/permitting documents with the city and state. It will be incumbent upon Harvard in those filings to demonstrate
1820	SKai1	20	11/7/2019	traffic models	Computer models of future traffic should reflect city and community values for truly transit-oriented development. Past modeling for Allston has indicated that about 60% of new trips will be by auto and only 20 to 30% by transit. State and local planning for new trips in the Allston area should reverse past modeling forecasts and should have new trips predominantly by transit, not cars.	See Reponses to Frequently Received Comments #4 and #11.
1821	SKai1	21	11/7/2019	traffic models	Corrections need to be made in past state forecasts that indicated minimal new capacity for transit ridership in the future. A plan is needed, especially in Allston, for a transit performance enhancement program to be capable of moving more riders reliably to and from the community, with West Station as a key transit interchange. Quality transit service in the Grand Junction corridor should be specified, preferably not commuter rail with diesel locomotives. The alternative model should be high frequency electrified service, not a continuation of existing low volume operations.	See Reponses to Frequently Received Comments #4 and #11.
1822	SKai1	22	11/7/2019	Background, Transit	MassDOT will need to indicate transit improvements (rejecting diesel locomotive service along the Grand Junction corridor). Alternatives should include DMU,EMU, LRV, trolley bus and battery bus. I have seen no evidence in the past two years of any improved planning that links Kendall Square with West Station and makes West Station into a transit hub.	Potential future Grand Junction passenger service and decisions on associated designs and technology are outside the scope of this Project. Please see Response to Frequent Comment #6. The updated three platform, four track West Station design is consistent with MassDOT’s Capital Improvement Plan, and this layout has been designed to ensure that West Station’s design would not act as a constraint for future aspirational service. West Station is envisioned as a transit hub, connecting existing and future bus, transit, commuter rail, automobile, bicycle and pedestrian infrastructure.
1823	SKai1	23	11/7/2019	rail	Electrical supply and transformer capacity for new development could be a problem, with efforts to locate transformer buildings on highway property.	Noted.
1824	SKai1	24	11/7/2019	Staging	Finally, I was concerned about the use of the word “permanent” on page 38, under “environmental impacts.” I interpret this limitation to condone a disregard for temporary impacts, such as the “temporary” ten-year viaduct-in-the-Charles-River, single tracking of the Framingham-Worcester line, and lengthy shutdown of Grand Junction service. All three of these issues are very controversial at the moment, and the EIS should find a way to handle them, and not limit the EIR to permanent impacts.	See Responses to Frequently Received Comments #8 and #10. Construction impacts will be fully analyzed and described in the Draft Environmental Impact Statement.
1825	SKai2	1	12/10/2019	Traffic analysis	The use of two scenarios for traffic in 2040 – one with no assumed development on Harvard parcels and a second assuming a “Build” condition for those parcels – will allow for traffic evaluation of changes due to I-90 construction alone. These scenarios would separate out any added development of the 350 acres in Allston reportedly owned by the University. It would be understood that only part of the university land would be subject to new development, but this analysis would be implicit in developing the “Build” trip scenario. The dual scenario concept for traffic should definitely be included in the formal scope to be issued by FHWA.	See Section 4.0 of the 2019 Scoping Report for a description of the environmental analysis and methods that will be used during development of the Environmental Impact Statement.
1826	SKai2	2	12/10/2019	Traffic analysis	I prepared several preliminary speed and volume charts from my own much more limited assessment of PM peak traffic at count station AET12 in Allston, and my limited data is in agreement with Mr. Ofsevit's more comprehensive work. We both found very important traffic information regarding peak hour flows on the turnpike. Peak hour counts in particular reflect a 10 to 20% loss of capacity, while median speeds drop by 25% or more. Drivers could encounter conditions where about a quarter of the PM peak hour trips have speeds of about 20 mph, implying a tripling of the free-flow travel time. Such wide variations in peak hour trip-making means that car drivers and their passengers – as well as bus passengers – probably incur large trip delays that are usually associated with MBTA Red Line and Green Line service variations.	See Response to Frequently Received Comment #11.

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1827	SKai2	3	12/10/2019	Traffic analysis	the obsolete CTPS model is hampered by no allowance for trip time variability ... or for loss of capacity under LOS F conditions. This model is further limited by its reliance on a trip assignment formula identified as the “BPR equation.” I cannot recommend more strongly that the ancient and outdated CTPS model must be abandoned outright, and should be replaced by a model that relates speed and volume to Page 3 of 13 December 10, 2019 variability when congestion approaches near-gridlock conditions. The CTPS model is not merely useless. It is misleading and is generating far too many auto trips and not enough transit trips. Members of the I-90 Task Force are justifiably disappointed in the trip modeling results, and Harvard cannot be happy about having to provide for so many cars and parking spaces.	The Bureau of Public Roads (BPR) equation is a widely used and accepted function that outputs the estimated delay for a particular roadway segment. As inputs into the function the BPR equation considers factors such as roadway volumes and capacities. Research into the state of the practice has found that the BPR function is widely used. https://www.transit.dot.gov/sites/fta.dot.gov/files/traffic-assignment-and-feedback-research-to-support-improved-travel-forecasting.pdf The reason the BPR function has been widely used and employed is that it is a realistic model of travel delay. In other words, the BPR function is, as a matter of mathematical fact, responsive to increased congestion in that, when the volume input into the function increases, the time it takes for that volume of traffic to traverse the link also increases. CTPS devotes many person hours towards improving the models it uses to forecast travel demand and has done so, on a rolling basis, for decades. CTPS strives to produce unbiased, logical and defensible forecasts using the best data available. The analyses performed by CTPS are industry approved techniques employed by other metropolitan planning organizations, regional planning agencies and consulting companies around the country. The demand estimates produced by CTPS are used as inputs into traffic engineering models which are in turn used to estimate delay at local intersections and on local roadways. This traffic engineering is performed by private traffic consultants that are not affiliated with CTPS.
1828	SKai2	4	12/10/2019	Traffic analysis	I have no specific estimates for potential development by Harvard on its Allston properties. I have heard estimates of over 20 million square feet of new development, compared to 16 million at Suffolk Downs. As a result of the application of the CTPS model to both locations, the possibilities of a traffic meltdown could be a significant probability, and would threaten the viability of both projects. If there are too many cars afflicting the Harvard Allston properties, the congestion effects will certainly affect the operations of the Turnpike and Soldiers Field Road.	MassDOT concurs that, without careful consideration, the new development expected to occur on Harvard University-controlled property could have a detrimental affect on the area’s roadway network. That is why MassDOT has worked diligently since the beginning of the project to strike a balance between the community’s desire to create a neighborhood and providing the transportation infrastructure necessary to accommodate the current traffic demands as well as support future traffic demands associated with Harvard’s development
1829	SKai2	5	12/10/2019	Traffic analysis	Therefore, the first order of business for the Federal Highway Administration is to prevent use of the CTPS in any traffic modeling or analysis in Allston. I understand that the Highway Capacity Manual, 2000 version in Chapter 30 limits the use of the BPR formula only for very slow computer systems, and recommends an alternate way of evaluating capacity and level of service. The bottom line is no more use of the BPR formula.	CTPS devotes many person hours towards improving the models it uses to forecast travel demand and has done so, on a rolling basis, for decades. CTPS strives to produce unbiased, logical and defensible forecasts using the best data available. The analyses performed by CTPS are industry approved techniques employed by other metropolitan planning organizations, regional planning agencies and consulting companies around the country. The demand estimates produced by CTPS are used as inputs into traffic engineering models which are in turn used to estimate delay at local intersections and on local roadways. This traffic engineering is performed by private traffic consultants that are not affiliated with CTPS. The Bureau of Public Roads (BPR) equation is a widely used and accepted function that outputs the estimated delay for a particular roadway segment. As inputs into the function the BPR equation considers factors such as roadway volumes and capacities. Research into the state of the practice has found that the BPR function is widely used. https://www.transit.dot.gov/sites/fta.dot.gov/files/traffic-assignment-and-feedback-research-to-support-improved-travel-forecasting.pdf The reason the BPR function has been widely used and employed is that it is a realistic model of travel delay. In other words, the BPR function is, as a matter of mathematical fact, responsive to increased congestion in that, when the volume input into the function increases, the time it takes for that volume of traffic to traverse the link also increases.

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1830	SKai2	6	12/10/2019	Transit	Clearly, the only way to make the Allston situation work well is to have excellent high capacity transit service. To date MassDOT and the MBTA have failed to show how such service can be provided. The highway engineers and their videos continue to show diesel locomotives and commuter rail cars using the Grand Junction rail corridor. Such service is woefully inadequate. Task Force members have been pressing for improved transit service at West Station, but state information provided to date asserts that there will probably be no increased rail service through West Station in the future.	See Responses to Frequently Received Comments #4 and #11.
1831	SKai2	7	12/10/2019	Transit, No Build	The CTPS and transit issues are the two most difficult issues facing FHWA as it seeks to provide a final Scope for the I-90 project. It also must also deal with a draft scope that has one Build option, plus a “No Build.” Most EIS documents treat the “No Build” not as an alternative, but merely a point of comparison. I repeat : at the moment the scoping contains NO ALTERNATIVES for I-90, either highway or rail.	The demand estimates produced by CTPS are used as inputs into traffic engineering models which are in turn used to estimate delay at local intersections and on local roadways. This traffic engineering is performed by private traffic consultants that are not affiliated with CTPS.
1832	SKai2	8	12/10/2019	Alternatives, No Build	An experienced government planner and mediator like Jack Wofford has been making the case for a fair discussion of alternatives, and sad to say he seems to have been stonewalled by state officials. It may be necessary for Federal officials to step in and correct the NEPA process. Transit may be a critically unsolved problem, but CTPS models and Alternatives are clearly within the province of FHWA to resolve in its final Scoping document.	See Responses to Frequently Received Comments #4 and #11.
1833	SKai2	9	12/10/2019	Noise/mitigation	Among the more imaginative concepts for I-90 is to recognize its unwelcome intrusion in the neighborhoods and parks in Alston and along the Charles River. Dramatic efforts must be made to reduce this distressing existing condition, caused primarily by the high speeds of vehicles on the Turnpike and on an alleged parkway – Soldiers Field Road. The primary detriment and disruption is noise, from vehicle tires, mufflers and other sources. It is not appropriate to allow this disruption to continue, as it has, for the past fifty years. Mitigation should be introduced specifically to deal with this existing noise problem.	See Response to Frequently Received Comment #9.
1834	SKai2	10	12/10/2019	speed, congestion	Another far more rational solution is to design a priority transit transportation system that will not increase congestion on the Turnpike and other roads. Instead of a free-flow speeds of 60 to 65 mph speed on the Turnpike – in the middle of a city – the speeds should be reduced to 40 mph, in good weather and in bad weather, with camera enforcement. [Current policies are to reduce speeds to 40 mph during heavy snows.] For Soldiers Field road and Storrow Drive, speeds would be 35 mph maximum, and on Memorial drive 30 mph	Implementing modification to speed limits on I-90 is a much broader FHWA/MassDOT policy issue that would require a separate study and is beyond the scope of this project.
1835	SKai2	11	12/10/2019	speed, noise	The recent trend in neighborhoods has been to reduce speed limits from 30 mph to 20 mph. The general reduction in speeds on city streets should be applied system-wide to all urban highways. A significant reduction in bothersome noise can be achieved	Implementing modifications to speed limits on local roadways by municipalities is a far different circumstance than modifying (lowering) speed limits on interstate highways. The facilities have radically different functions within the overall transportation system. Any consideration for modifying speed limits on I-90 is a much broader FHWA/MassDOT policy issue that would require a separate study and is beyond the scope of this project.
1836	SKai2	12	12/10/2019	speed, noise	State agencies such as MassDOT and DCR should seek to maintain steady speeds on their roadways, with an emphasis on reducing variations in speeds and trip times and improving travel time reliability. Such a radical approach to environmental mitigation due to highway operations can be seen as consistent with many of the values expressed in the “The Freeway in the City” and other concepts triggered by Whitton's exploration into urban values.	MassDOT concurs that improving travel time reliability should be a common goal of all those who are interested in the region's transportation system. One way that this can be achieve is to ensure that the region's roadway network has the capacity needed to adequately serve the travel demands.

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1837	SKai3	1	12/12/2019	traffic models	It is my understanding that Ari Ofsevit will be submitting a comment with supporting data on a detailed empirical analysis he has made of traffic volumes and speeds at several locations along the Turnpike in Boston. On December 1 he posted the bulk of his results at http://ariofsevit.com/files/ His posting illustrates the variation of speeds in particular as a vital factor in understanding the quality of trips on the Turnpike (and the Williams Tunnel). I believe Mr. Ofsevit's analysis of empirical traffic flows on the Turnpike is vastly superior to the more primitive capacity estimates utilized in the obsolete CTPS model that most government agencies insist on using. The CTPS model makes no allowance for day-to-day trip time variability ... or for loss of capacity under LOS F conditions. This model is further limited by its reliance on a trip assignment formula identified as the "BPR equation." The result is that CTPS trip forecasts favor auto travel and penalize transit – totally contrary to the goals of transit oriented development. I believe the CTPS computer model has no place in modern traffic forecasting and traffic assignments. However, I also recognize that a host of entities from FHWA to MEPA insist on the use of the model for large development projects, such as Suffolk Downs in Boston/Revere and Union Square in Somerville. The DEIR for I-90 also used the CTPS model for traffic forecasting, with results typical of Suffolk Downs and Union Square – high predictions for new auto trips and low predictions for transit. The political process wishes to assure us that better transit is the answer, yet the transportation planning process for Allston so far has failed to deliver. The best the state officials can offer is more of the same old Commuter Rail service with nothing much more for West Station to do, and with no ideas for good transit service in the Grand Junction corridor.	See Response to Frequently Received Comment #11. The Bureau of Public Roads (BPR) equation is a widely used and accepted function that outputs the estimated delay for a particular roadway segment. As inputs into the function the BPR equation considers factors such as roadway volumes and capacities. Research into the state of the practice has found that the BPR function is widely used. https://www.transit.dot.gov/sites/fta.dot.gov/files/traffic-assignment-and-feedback-research-to-support-improved-travel-forecasting.pdf The reason the BPR function has been widely used and employed is that it is a realistic model of travel delay. In other words, the BPR function is, as a matter of mathematical fact, responsive to increased congestion in that, when the volume input into the function increases, the time it takes for that volume of traffic to traverse the link also increases. CTPS devotes many person hours towards improving the models it uses to forecast travel demand and has done so, on a rolling basis, for decades. CTPS strives to produce unbiased, logical and defensible forecasts using the best data available. The analyses performed by CTPS are industry approved techniques employed by other metropolitan planning organizations, regional planning agencies and consulting companies around the country. The demand estimates produced by CTPS are used as inputs into traffic engineering models which are in turn used to estimate delay at local intersections and on local roadways. This traffic engineering is performed by private traffic consultants that are not affiliated with CTPS.
1838	SKai3	2	12/12/2019	transit solutions	At the end of the December 11 Task Force meeting, many members made requests of MassDOT staff and consultants, showing their frustration over the poor condition of transit planning for Allston. The members' frustration was evident, and there was no way for MassDOT to respond in less than a day, when public comments were due. Given this rather bleak situation for improved transit and excessively high volumes of new auto traffic coming from local developments I can also understand why FHWA would be perplexed in handling key elements of the I-90 scope. At a minimum, a certain level of trust will need to be involved. FHWA can help by seeking to identify a flexible range of highway and transit options to be considered and coordinated, including some parts of the transit puzzle that have not even been invented yet. The transit solution appears to come from two sources.	See Responses to Frequently Received Comments #4 and #11 as well as Section 5.4 of the Scoping Summary Report.
1839	SKai3	3	12/12/2019	transit plan, West Station	DESIGNING THE PLAN: First priority is assembling a team to provide the necessary creative force to produce the transit plan. The highway system will not be able to handle traffic growth from Harvard. The solution must be better transit. The highway engineers in their videos continue to show diesel locomotives and commuter rail cars using the Grand Junction rail corridor. Such service is woefully inadequate. Task Force members have been pressing for improved transit service at West Station, but state information provided to date asserts that there will probably be no increased rail service through West Station in the future. Improved transit service becomes credible if we can produce a design to make West Station into an active transit hub in Allston, with connections to Commuter Rail, Kendall Square, Harvard's Allston development, and even the possibility of service to the Longwood Medical area. Such a plan has yet to be prepared in any design detail and be presented in public. The scoping process needs to presume that this work will be completed quickly by the time of the Final EIS.	See Responses to Frequently Received Comments #4, #6 and #11.
1840	SKai3	4	12/12/2019	GJL/MWRA	Today, the MBTA is in a crisis situation that will require concentration on the severity of its own internal problems. The T should not be expected to be the leader in developing plans for the Grand Junction corridor. The Mass Water Resources Authority is a can-do state agency that has achieved a significant public service in cleaning up Boston Harbor. In exchange for state assistance in reducing MWRA debt, the Authority should take charge of the Grand Junction project from the Charles River Bridge near BU to the Somerville rail yards, with a dual goal of retaining continuous railroad service over the next decade serving both Amtrak, MBTA, and commercial freight interests. It should produce eventual three-track service, including electric-powered transit from West Station to Kendall Square, to the Green Line Extension and possibly beyond. Transit options should include catenary-powered commuter rail, light rail, trolley bus and battery-powered buses. To date in its video simulations, MassDOT has shown only diesel locomotives and conventional commuter rail cars. The MWRA task shall include pathway connections from West Station to the Community Path in Somerville. In addition, MWRA can review and propose possible climate change protections for the entire I-90 project to guard against rising ocean levels and tidal surges from hurricanes. The MWRA also has proven capabilities in working with community groups, which will be important in East Cambridge and Cambridgeport, especially in reducing locomotive noise at grade crossings. A second bridge over SFRd could allow road construction in the Throat area to occur with no loss of Grand Junction service. Transit planning from West Station to the Somerville Yards should be delegated to MWRA.	Transit service and planning is outside of MWRA's state mandate to provide drinking water and wastewater services. Potential future Grand Junction passenger service and multi-use path, along with decisions on associated designs and technology are outside the scope of this Project. Please see Response to Frequent Comment #6. The updated three platform, four track West Station design is consistent with MassDOT's Capital Improvement Plan, and this layout has been designed to ensure that West Station's design would not act as a constraint for future aspirational service.

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1841	SKai3	5	12/12/2019	transit solutions	MODELING THE TRANSIT SOLUTION: It was clear to me from the December 11 discussion that any change in use of the CTPS model are impossible to make on any schedule short of a year. The I-90 process cannot afford to wait that long. Thus the question becomes : is it possible to use the CTPS model, whatever its flaws, in combination with a trip assignment method that establishes the desired policies and goals for transit and auto trips and does so in a manner to encourage transit oriented development? On December 11, members of the I-90 Task Force expressed their justifiable disappointment in the trip modeling results. Harvard cannot be happy about having to provide for so many cars and parking spaces. Transit planning to date remains a shadowy domain of non-achievement.	See Response to Frequently Received Comment #11.
1842	SKai3	6	12/12/2019	traffic models	This sequence of disappointing CTPS model results has already gone through one iteration in a large project at Suffolk Downs in East Boston and Revere (EEA #15783). The developer originally sought to design a truly transit-oriented project with almost twice as many transit trips as those made by cars. He sought to be responsive to the goals of the City of Boston to stress transit priorities in new development. Such a worthy non-CTPS effort was ruined by the state environmental review process, which required that the Draft EIR must use the CTPS computer model. The result was that auto trips were now twice those of transit, and the Suffolk Downs project will contain over 13,000 parking spaces. The original analysis by Suffolk Down developer HYM used a trip generation model with transit oriented development, reduced parking and less dependence on automobile travel. These results were obvious in the original ENF submission to the state MEPA office. Transit trips to the site were about double those of auto trips, an excellent achievement in terms of transit emphasis. Let us refer to this modeling procedure as the HYM method. Unfortunately, in its scoping, MEPA required the use of the CTPS model, which results in auto trips being double those of transit trips. The auto-centric nature of the CTPS model at Suffolk Downs is on full display. The developer HYM has been compelled to use anti-transit CTPS traffic results. State and Federal bureaucracies have trapped themselves in their own unreasonable requirements.	See Response to Frequently Received Comment #11.
1843	SKai3	7	12/12/2019	traffic models	We may not be able to change the computer model, but we can change the trip generation methods -- which I do not believe are mandated by MassDOT, FHWA or any other bureaucracy. CTPS could use the HYM method used originally at Suffolk Downs, and the results of Allston assignments should reflect a similar pro-transit distribution. The technical consultant in both cases is the came : VHB. There is familiarity at VHB with both the Suffolk Downs and Allston situations. In its scope, FHWA can offer flexibility in transit plans (and alternatives), and in modal splits that reflect transit oriented development. It should also be flexible in terms of alternatives for roadway plans. The big uncertainty is arranging for an entity experienced at water supply, sewer collection systems and sewer treatment – with the expectation that it will be able to design and build a modern at-grade transit service. The MWRA primary attributes are the ability to clean up Boston Harbor on time and under budget, and to be the modern efficient Authority that the MBTA is not. A breakthrough in needed to make West Station into the transit node that it could be. The MWRA appears to be a good way of achieving that goal, and possibly the best way.	See Response to Frequently Received Comment #11.
1844	SKas	1	12/11/2019	Staging alternatives, river user impacts	Dear Messrs McEwen and O'Dowd I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place - the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives - the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river - a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1845	SKle	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1846	SLa	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. NEGITIVE environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1847	SLes	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your consideration.	See Response to Frequently Received Comment #8.
1848	SLev/WCR	1	12/12/2019	river impacts, construction alt analysis, river users impacts	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, why this trestle is necessary in the first place; the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives; the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river. In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, alternative configurations intended to minimize the structure's intrusion into the river; a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1849	SLS	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1850	SLyn	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1851	SMCK/BC High	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four-lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1852	SMe	1	12/12/2019	staging, river impacts	Dear Mr. O'Dowd, This morning I read the Charles River Watershed Association's report that DOT is considering extending Soldiers Field Road over the Charles River during reconstruction of the Allston viaduct. It sounds like this proposal would have detrimental environmental impacts on the Charles River. After all the work that has been done and continues to be done to protect the Charles, this would be a terrible step backwards. I noticed that more toxic algae blooms are among the potential impacts; these blooms already pose a significant public health threat for communities along the Charles and other rivers in the Boston area, the last thing we need is to further exacerbate them. The Charles is a valuable and much-beloved resource, important to our ecosystem and to the public. Please act to protect it.	See Response to Frequently Received Comment #8.
1853	SMik	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1854	SMy	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. There has to be safer alternatives.	See Response to Frequently Received Comment #8.
1855	SNo	1	12/10/2019	River impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
1856	SNo	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1857	SOr	1	12/12/2019	Highway lanes, staging, traffic	First, the Project is severely constrained by the 211' wide "throat" at the eastern edge of the Project between Boston University to the south and the Charles River to the north. As a result, in order to fit the presumed future demand for 12 lanes of highway traffic, the proposed Alternative, misleadingly named the "At-Grade Throat Option," actually requires stacking four lanes of Soldiers Field Road above the eastbound I-90. In addition, to ensure constructability of the At-Grade Throat Option, MassDOT currently proposes to temporarily build an 80' wide bridge almost half a mile long above the Charles River. At Project completion, this structure would be demolished and the river restored. I estimate construction, demolition, disposal and restoration efforts associated with this temporary bridge will cost $80 to $120 million or potentially 7 to 10 percent of the total project cost.	See Response to Frequently Received Comment #8. A preferred alternative for the Project will be identifed in the Draft Environmental Impact Statement. The Throat Area option which proposes to stack Soldiers Field Road over an at-grade eastbound I-90 is called the SFR Hybrid Option.
1858	SOr	2	12/12/2019	River impacts, economic impacts, ped/ bike access, traffic	Building in the river, even for ten years, strikes me as misguided both economically and environmentally and possibly prohibited under Section 4(f) of the USDOT Act of 1966 as well as under the Commonwealth's DCR reservation protections. A more realistic, more constructible and truly at-grade alternative should be developed that embraces the 211' throat constraint and creates a Project that meets the many enumerated goals but can be built without encroaching on parkland and the river –even temporarily for ten years. In practice, this probably means "just" eight highway lanes, four rail lines (two for the MBTA Worcester Line and two for the Grand Junction) and a 26' wide Paul Dudley Bike Path. (Call it the "True At-Grade Throat Option(TAGTO)"). And it requires smart road design to merge Soldiers Field Road eastbound and westbound with I-90 at the throat to avoid building costly, oversized and duplicative highways. Highway planners should be challenged to substantiate the need for a separated Soldiers Field Road from the BU Bridge to Cambridge Street. Instead, it should be merged with I-90, creating additional parkland along the Charles. TAGTO can be built to accommodate future demand if the Project incorporates appropriate mode-shifting transit-based mitigation to reduce single occupancy vehicles (SOVs) in line with Boston's 2030 traffic goals. Money saved from a shorter construction duration, a less complex project and avoided costly temporary measures can instead be spent on enduring mode-shifting transit-based mitigation measures.	See Response to Frequently Received Comment #8.
1859	SOr	3	12/12/2019	Transit, West Station, buses, trains, traffic	Appropriate mode-shifting transit-based mitigation includes all measures that permanently shift transportation demand from SOVs to transit, by providing incentives to change commuting behavior; particularly: - Building West Station first. provides, with new bus routes, east-west transit links to Harvard and Boston University that are currently lacking, removing SOV trips creates a western gateway for Boston-bound SOV commuters to switch to transit promotes the compact transit-oriented development of 90 prime acres between Harvard and Boston University -Construct a 3000 to 5000 vehicle garage adjacent to West Station (similar to Alewife Station) to provide parking to and divert SOV commuters from I-90 during peak hours. fosters a true multi-modal hub designed to accommodate anticipated improvements in autonomy, electrification and car-sharing -Upgrade the MBTA Worcester line with EMUs. -Maintain two tracks for the MBTA Worcester line throughout Project duration to enhance level of service. -Increase MBTA Worcester line throughput, reducing headways and boarding times with level boarding station improvements from Newton to Back Bay and South Station. -Operate express buses from West Station to downtown Boston on I-90. -Operate commuter rail service from West Station to Kendall Square via the Grand Junction line. -Create zipper lanes to provide directional demand flexibility on I-90 during peak hours. -Make improvements at I-90's Newton Corner and I-95 exits which often disrupt traffic flows into the Project area	See Responses to Frequently Received Comments #6, #7, #9 and #10.
1860	SOr	4	12/12/2019	Transit, traffic, highway lanes	With appropriate mode-shifting transit mitigation as outlined above, Project mitigation measures should target 20% to 30% mode shift. Such a mode shift would remove 4000 to 6000 peak hour vehicles and reduce I-90 and Soldiers Field Road SOVs to allow eight lanes to accommodate future demand. This would allow cost effective, time constrained construction of TAGTO -- a truly at grade throat option -- while assuring Project alignment with local, regional, national and global sustainability goals. Please consider the proposed Alternative and mitigation measures in the NEPA Review Scope.	See Responses to Frequently Received Comments #2, #3 and #9.
1861	SPag	1	12/10/2019	River impacts, river users impacts	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology.	See Response to Frequently Received Comment #8.

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1862	SPag	2	12/10/2019	River impacts, river users impacts, economic impacts	It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise.	See Response to Frequently Received Comment #8.
1863	SPar	1	12/12/2019	West Station, bus lanes, GJL	Dear Mr. O'Dowd, I am writing to offer my comments on the current proposal for the I-90/Allston Project. First, thanks to you and to everyone involved for this long and complex planning process, for the ongoing engagement with communities and stakeholders, and for the opportunity to comment. I am a Cambridge resident and active in several environmental and transit-oriented groups. I will focus my comments on transit aspects of the project. I am grateful that planners have committed to keeping both tracks of the Worcester CR running during the construction period and that the construction of West Station is going forward. These are positive steps that will improve transit in the area and maintain and expand alternatives to car travel. This is essential if MA is to bring down its greenhouse gas emissions. However, there is still room for improvement in using this opportunity to significantly expand and improve public transportation in the area. I urge you to accelerate the construction of a West Station that is as expansive as possible in its train capacity, to provide bus lanes in the vicinity and on the Pike, and to run service on the Grand Junction tracks. I understand that the MBTA is working to expand service on the Worcester line during the decade of construction to provide travel alternatives. That must be done. I'd also suggest, more vaguely, that this project needs to bear in mind that, over more than a decade, the balance between cars and other forms of transit will (hopefully) change. Decisions made now and in the next decade can help drive that change. Thank you for your attention, and Happy Holidays.	See Responses to Frequently Received Comments #7 and #9.
1864	SPar	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1865	SPas	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1866	SRad	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1867	SRin	1	12/11/2019	Funding, West Station, Staging, Transit, Pedestrian/Bike paths	Dear Friends at MADoT: With respect to your developing plans for the reconstruction of the MassPike Allston ramps/plaza/side roads project, I submit the following: 1. The optimal path is faster, abbreviated, accelerated even if this requires temporary compromises in the locations of train tracks and platforms, roads and paths. The State should plan to expend extra funds to ensure this plan is constructed in the least amount of time necessary. 2. The construction of train tracks, platforms and West station facilities should be prioritized in order to offload traffic from the construction-challenged Pike ramps to commuter rail. 3. MADoT and MBTA must coordinate enhanced commuter rail and bus service during construction to ensure that auto traffic is offloaded. This means: a. more buses from temporary suburban stations to locales such as Back Bay, Downtown and Cambridge b. longer and extra trains c. higher train and bus frequency d. localized safety provisions to ensure safe use of the rails. 4. MADoT should plan outreach to the motor truck industry to identify safe alternative routes to offload truck traffic from the Pike. 5. MADoT should consider an early introduction of congestion pricing tolls on the Pike from I-95 to Downtown. The City should consider the same for Storrow Drive/Soldiers Field Rd/Cambridge St. 6. Temporary train storage near the residential neighborhood is acceptable if the long-term solution is to move it away to a more suitable location which should be incorporated in the overall plan. 7. The new Pike roadbed should include priority for public transit vehicles whether by dedicated lanes or other controls. 8. Any plan should incorporate adequate footpaths, river access and cross-Pike/rail footbridges for cyclists and pedestrians to ensure not only good River access but also the ability to use paths along the shoreline for pedestrians and cyclists. The designs should be usable by cyclists and wheelchair users; i.e., no stairs or sharp turns. 9. If “faster, abbreviated, accelerated” requires the relocation of Soldiers Field Drive over the River or its temporary closure, then I would accept that plan. Doing so in a way that minimizes River damage is essential. Many thanks for your dedication to improving this long-standing problem area! I am a frequent cyclist through the Plaza area and can attest to its deficiencies.	Please see Responses to Frequently Received Comments #1, #7, #8, #9 and #10.
1868	SRos	1	11/26/2019	West Station	As a commuter on the Worcester line, I would like to express my disappointment and puzzlement with the current proposal to rebuild the I-90 Allston Exchange and to build the West Station. The plans as presented seem overly complicated and overly costly. A good discussion is at https://pedestrianobservations.com/2019/07/12/west-station-is-an-overbuilt-mess/ A footbridge at Agganis Arena to the Esplanade is a very good idea, and I hope this will be considered. Thank you very much.	See Response to Frequently Received Comment #4.
1869	SRub	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1870	SRya	1	12/10/2019	Staging, River impacts, river users impacts	Dear Mr. O’Dowd, I’m very concerned with MassDOT’s plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be “temporary,” 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don’t harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1871	SSch	1	11/25/2019	rail/transit, West Station	I am writing this comment to address plans to rebuild the Mass Pike's Allston interchange which I use frequently as both a commuter and a pedestrian. I object to these plans on the following grounds: First and foremost, early construction of West Station must include four tracks, 2 for the Worcester Line and 2 for Grand Junction service to Kendall and North Station. It has already been predicted that within a few years Boston will not longer be a city commuters can get to because of motor vehicle traffic. Your plan must make every effort to increase, no decrease, access for commuters to use the train lines more frequently. Anything else is totally unacceptable.	See Responses to Frequently Received Comments #4, #6 and #7.
1872	SSch	2	11/25/2019	Ped/ bike access	The pedestrian and bicycle cross at Franklin Street connecting North and South Allston must be usable by both pedestrians and bicycles! It must be safe and there is no reason why it could also not be attractive. Please try again.	See Response to Frequently Received Comment #4.
1873	SSch	3	11/25/2019	Ped/ bike access, Agganis Way	A footbridge at Agganis Way must be constructed which connects Allston, Comm Ave and Boston University to the Charles River paths. Pedestrian safety is paramount here.	See Response to Frequently Received Comment #4.
1874	SSch	4	11/25/2019	People's Pike	Please create a new buffer park with a "People's Pike" walking and biking path by moving the train tracks away from Wadsworth Street homes and simultaneously connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1875	SSch	5	11/25/2019	Trains	Please do not create layup tracks for train storage and no tracks that bypass the West Station which would create unnecessary limits on how often trains can stop at West Station and cripple commuter access/traffic.	See Response to Frequently Received Comment #1.
1876	SSch	6	11/25/2019	Bus lane	Please do create dedicated bus lanes on new city streets and also on the Mass Pike. Seize the opportunity to improve commuter access to our city!	See Response to Frequently Received Comment #9.
1877	SSch	7	11/25/2019	Transit	In addition, please upgrade the Worcester Line so that it can handle more frequent and reliable service, both during and after construction.	See Response to Frequently Received Comment #9.
1878	SSch	8	11/25/2019	Transit	For the same reasons, it is imperative that the plan includes significantly increased rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
1879	SSch	9	11/25/2019	Staging	Finally, please note that the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway need to be more carefully examined in order to select the option with the lesser impact on our valuable resource, the Charles River, and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1880	SSen	1	11/26/2019	West Station	The people's pike trajectory must change as follows 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1881	SSen	2	11/26/2019	Ped/ bike access	2. A safe and attractive walk/bike crossing at Franklin Street connecting North and South Allston	See Response to Frequently Received Comment #4.
1882	SSen	3	11/26/2019	Ped/ bike access, Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths	See Response to Frequently Received Comment #4.
1883	SSen	4	11/26/2019	West Station, People's Pike	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1884	SSen	5	11/26/2019	Trains	5. No layup tracks for train storage and no tracks that bypass West Station and create unnecessary limits on how often trains can stop at West Station	See Responses to Frequently Received Comments #1 and #4.
1885	SSen	6	11/26/2019	Bus lane	6. Dedicated bus lanes on new city streets and the Mass Pike	See Response to Frequently Received Comment #9.
1886	SSen	7	11/26/2019	Trains	7. Worcester Line upgrades for more frequent and reliable service both during and after construction	See Response to Frequently Received Comment #9.
1887	SSen	8	11/26/2019	Staging	8. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
1888	SSen	9	11/26/2019	Transit	9. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
1889	SSla	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1890	SSol	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1891	SSpa	1	12/12/2019	Noise impacts, ped/ bike access, transit	Dear Mr. O'Dowd, as a resident of Cambridgeport, near the river, I would like to endorse the ideas expressed in Henrietta Davis's letter. I am very interested in noise reduction, increase in bike paths, and planning for increasing amounts of public transportation in the future. I appreciate the efforts to make these things a priority in the plans.	See Responses to Frequently Received Comments #2 and #9.
1892	SSri	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1893	SSS	1	12/12/2019	Staging, river users' impacts, river impacts, traffic	To the Allston Multimodal Project Task Force, I am writing to express my objections to any version of I-90 Multimodal Project that includes the relocation of Soldiers Field Road across the Charles River—temporary or otherwise. There are viable alternatives to this development project that do not require a structure spanning the Charles River. Any decision-making regarding this project should include only the project options that do not impede access to the Charles River in the short or long term. The NEPA Scoping Report (11/06/19) fails to address the temporary impacts to the users of the river during construction. The speed at which the MASS DOT changed its position from not impeding the river to suddenly needing to put a 2000-foot bridge in the river is alarming. The arbitrary placement of the structure and lack of support for why it needs to meet the shore on the western approach indicates the planning and implementation of the project is not fully realized. The NEPA Report succeeds at presenting many permanent road routing options, but fails to prove that the ten-year temporary bridge structure is the only option or best option. This project is estimated to take ten years. That's assuming that noted Harvard economists' warnings about impeding recession are incorrect and this project will be fully-funded and started and completed on time and on budget unlike other Boston-area major DOT reconstruction projects. At best, these so-called temporary conditions will stretch over multiple election cycles of elected officials, DOT administrators, and construction managers, who potentially will forget their commitments to make the SFR extension over the river temporary. This project also will negatively impact a generation of boaters, including recreational paddlers who contribute to the local economy through boat rentals as well as high school, college, and Olympics athletes who are best positioned to become stewards and conservators of the Charles River waterways and surrounding ecology. It is not a coincidence that improvements in the ecology of the Charles River has led to increased boating, as evidenced by the growing popularity of businesses such as Charles River Canoe & Kayak. And the river has long been one of the most popular rowing venues in the world, supporting and cultivating new and seasoned athletes. Rowing is becoming increasingly popular at surrounding high schools and colleges, leading to increased traffic on the water. Any reductions of the navigable water sheet will create more congestion which leads to aggressive boating and dangerous conditions. A long trestle structure impedes access to the river's edge. Access to the river's edge is desirable for safety while boating, especially for recreational boaters and young rowers embarking on their rowing careers. Furthermore, the annual Head of the Charles regatta draws approximately 225,000 spectators from around the world and generates over $88 million in revenue for the greater-Boston economy. The proposed SFR temporary roadway would directly impact the beginning of the racecourse for this annual event. Should adverse weather occur during race weekend, the Head of the Charles Regatta association has warned the race might have to be cancelled altogether. That the Mass DOT would propose building anything that might jeopardize multi-millions of dollars in revenue to the greater-Boston area and, more importantly, jeopardize the safety of daily users of the river—including thousands of teenagers and college students—seems reckless at best. On behalf of myself and my family, members of the boating community, and neighbors of the Charles River waterway, I strongly oppose any construction that impedes access to the waterways in their current form or any building proposal that includes relocation of SFR temporary or otherwise. All the best, Solomon Sakakeeny-Smith	See Response to Frequently Received Comment #8 and Section 5.4 of the Scoping Summary Report. Construction impacts of a reasonable range of alternatives (described in Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
1894	SSta	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1895	SStr	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1896	STho	1	12/10/2019	Staging alternatives, river user impacts	Dear Messrs. McEwen and O'Dowd I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, specifically of the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. Unfortunately, the agency's notice to the public has failed to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
1897	STho	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
1898	STho	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1899	STho	4	12/10/2019	Staging alternatives, river user impacts	In proceeding to a draft an environmental review of the I-90 project, MassDOT must therefore first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
1900	STho	5	12/10/2019	Staging, river user impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Responses to Frequently Received Comments #8 and #11.
1901	STho	6	12/12/2019	Staging, River impacts, river users impacts	I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1902	SWal	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd: I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1903	SWen	1	12/11/2019	preferred alt	I support the basic parameters of the preferred alternative identified in the Report, reflecting as they do decisions made by Secretary Stephanie Pollack in response to options developed by the Independent Review Team (IRT) in 2018. I support her decision to put both directions of Soldiers' Field Road (SFR) on a viaduct over the eastbound Turnpike lanes in order to put the rebuilt Turnpike 6-feet below ground level and provide space for an improved Paul Dudley White Path and related parkland – all described in the Scoping Report.	A preferred alternative will be identified in the Draft Environmental Impact Statement. See Section 5.4 of the Scoping Summary Report.
1904	SWen	2	12/11/2019	project goals	From the start of my participation on the Task Force, the overarching theme for my past written comments, submitted in response to the DEIR and the report of the IRT, is support for improvements to the complex of highways, parkways, railroads, pathways, parks, and river to serve drivers, cyclists, walkers, and other users in a high quality multimodal system that will significantly improve transportation service, enhance the beauty and importance of this part of the Charles River Basin, and improve the overall environmental quality for those who live near the project, including the many residents of Cambridge.	See Section 2 - Purpose and Need of the Scoping Summary Report. Improvements to the transportation system and multimodal access within the Project is outlined in the Project's purpose and need. See Response to Frequently Received Comment #2.

#	ID	Number	Date	Topic	Comment	Response
1905	SWen	3	12/11/2019	Noise Impacts	To achieve this vision, four concerns missing from the Scoping Report need to be added 1. Noise and Other Impacts of the Proposed "Temporary" Bridge. It is essential that there are an evaluation of harmful impacts of huge noise, pounding, traffic, and pollution and other damage to the river that will be expected from the construction, operation, and eventual demolition of a proposed "temporary" bridge in the river for the project's expected 10-year construction period. Currently the proposed scope exempts the construction period from evaluation. This is a dramatically new dimension to the project not previously part of the state's DEIR or the IRT. Cambridge would be the principal target of these negative impacts. I have consistently urged that the I-90 project reduce current acute detrimental noise levels; this proposed temporary bridge will make them dramatically worse. In addition, the run-off from the bridge and other harmful disturbances to the water and river bed need to be addressed. The devastating impacts of this proposed bridge – expected to be situated less than 400 feet from Magazine Beach and the Cambridge shore – on residents, drivers, boaters, other users, and the river itself need to be analyzed as an integral part of the project's NEPA review with as much breadth and rigor as the ultimate capital project itself, with the same objectives of avoidance, minimization, and mitigation. This detailed study of how to reduce these construction impacts needs to be added to the Scoping Report. Omitting this essential evaluation strains credulity.	See Responses to Frequently Received Comments #8 and #9. Construction impacts of a reasonable range of alternatives (see Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
1906	SWen	4	12/11/2019	River impacts, staging	Restoration and Permanent Improvement of the River and River-edge. Given the engineers' conclusion that the relocation of the Turnpike and SFR cannot be built without putting SFR temporarily in the river in the "throat" area, this roadway should be placed on fill extending from the bank of the river rather than on a "trestle" bridge out in the river, which would be closer to recreational uses on the Cambridge side of the river. The temporary roadway should be designed so that when SFR is removed from the fill, some or all of the fill should remain on a permanent basis to improve the current eroded, unsafe, and unsightly man-made river edge and provide an enhanced pathway and parkland system. Extending the edge at the "throat" would add much needed space to the riparian environment at what is now a bleak, inhospitable, and inaccessible part of the river's edge. Designing the fill to remain will also provide an opportunity to develop sound storm-water drainage and retention that would keep harmful salt and other highway contaminants from being dumped into the river, as would occur with the temporary bridge in the river. From an environmental point of view, extending the edge would ultimately be better for the river. And because this is one of the widest bends in the river, the impact to boating would be minimal, if not negligible. These permanent improvements are an essential result of the "all possible planning to minimize harm" that Section 4f of federal law requires, and should be a part of the preferred alternative.	See Responses to Frequently Received Comments #8 and #9.
1907	SWen	5	12/11/2019	West Station	3. Development of West Station as a Truly Regional Hub with Service along the Grand Junction (GJ) to Cambridge, including a rebuilt bridge across the Charles River. West Station will be important as more than one more stop on the commuter rail lines; it is essential that it be designed specifically to include, not simply to leave room for, transit shuttle service (of a technology to be determined) across the Charles River along the GJ's two tracks to Kendall Square and North Station. Since the preferred alternative includes the reconstruction of the GJ bridge across SFR, it should also include the reconstruction of the GJ bridge across the Charles River. That rebuilt bridge must accommodate not only the existing two rail track right-of-way but also a pathway for pedestrians and cyclists traveling between West Station, the Charles River, and Cambridge and Somerville. Service from West Station to Kendall and North Station is now included in the Rail Vision alternative recently voted as policy by the Fiscal Management Control Board; the GJ bridge over the Charles is required to make that service possible.	See Responses to Frequently Received Comments #4 and #6.
1908	SWen	6	12/11/2019	Ped/ bike access	Specific Inclusion of Improvements to the Regional System of Pathways for Pedestrians and Cyclists. The I-90 project provides an opportunity to dramatically improve the system of pathways for walkers, joggers, and bikers to reunite neighborhoods that were divided long ago by construction of the Turnpike and the railroads in this area and provide a pathway system that will be widely used by residents of Cambridge, Allston, Brighton, Brookline, and other communities. Alternatives widely supported by the Task Force are missing as essential components of the I-90 project in the Scoping Report. These include a ped/bike bridge between the BU/Commonwealth Avenue area at Agganis Way and the Charles River pathways; a park and pathway along the south side of the relocated Turnpike near Allston South; a connection between the BU Bridge and the river-edge paths; and the path mentioned above along the GJ to Cambridge and Somerville. These are all essential elements to make the "I-90 Allston Multimodal Project" truly multimodal.	See Responses to Frequently Received Comments #2 and #4.
1909	SWit	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. I'm one of the thousands of rowers on the Charles River many mornings each week in the summer. I also coach a group from the MIT boathouse. The area of the Charles River which the DOT plans to invade may seem sensible because it is a wide spot in the river. However, given very heavy rowing shell traffic on the river, this area is one of the few locations where a coach can collect multiple shells for coaching purposes (drills, organization, recovery from high intensity pieces, etc.) without posing a hazard to the through traffic. I felt it was important that you understand this key function of the region you propose to encroach upon. This region is particularly important when wind conditions make the Charles River Basin less rowable (high wind days), as this means that the crews that might normally practice in the basin now add on to the already high traffic levels in the portions of the river upstream of the Boston University bridge. In years when high winds force a shortened Head of the Charles course, I would suspect that the impact on this substantial revenue generating event would be significant. I would hate to see river construction degrade North America's most significant rowing event. Environmental impacts to the river are also of concern to me. I would like more information regarding your environmental impact study conduct and results. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for your attention, and let me know how I might help.	See Response to Frequently Received Comment #8.

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1910	TArp	1	12/12/2019	staging, river users impacts	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As someone who lives along the Charles River and is an active user of the bike paths along it, as well as someone who regularly sails and paddle boards in the Charles River basin, I urge you to prioritize the health of the river and not build a temporary highway over the Charles. I am especially concerned that this proposed temporary highway would be built in order to expand the I-90 and Soldier's Field Road capacities, when the city's plan is to reduce traffic into Boston. Rather than work towards contrary goals, I urge the project team to rethink this portion of the plan.	See Response to Frequently Received Comment #8.
1911	TBra	1	12/10/2019	Staging alternatives, river user impacts	Dear Messrs. McEwen and O'Dowd, I am responding to the request for comments on the scope of MassDOT's environmental review of the I-90 multimodal project, in particular the proposal to relocate Soldiers' Field Road and the Paul Dudley White path to a mid-Charles River trestle structure during the project's at least ten-year construction period. The agency's notice fails to provide information required by all federal and state environmental reviews, including, - why this trestle is necessary in the first place	See Response to Frequently Received Comment #8.
1912	TBra	2	12/10/2019	Staging alternatives, river user impacts	- the alternatives that were considered before selecting the proposal and its reasons for discarding those alternatives	See Response to Frequently Received Comment #8.
1913	TBra	3	12/10/2019	Staging alternatives, river user impacts	- the impacts to be anticipated from its preferred proposal, in particular on the public's use of the river	See Response to Frequently Received Comment #8. A Preferred Alternative for the Project will be identified in the Draft Environmental Impact Statement. Impacts, including construction impacts, of alternatives will be described in the Draft Environmental Impact Statement.
1914	TBra	4	12/10/2019	Staging alternatives, river user impacts	In proceeding to a draft for environmental review of the I-90 project, MassDOT must first demonstrate why a temporary Soldiers' Field Road is necessary. If it can do this, its environmental review must include, - alternative configurations intended to minimize the structure's intrusion into the river	See Response to Frequently Received Comment #8.
1915	TBra	5	12/10/2019	Staging alternatives, river user impacts	- a thorough evaluation of the impacts of each alternative on the river's active users, including power boaters, rowers, kayakers, and tourist boats. To be a valid evaluation, MassDOT must work with the Charles River Alliance of Boaters and the Charles River Conservancy to establish a thorough understanding of the boating characteristics of the portion of the river the proposed trestle would impact.	See Response to Frequently Received Comment #8.
1916	TBT	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. This option seems to have many possible problems. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1917	TCal	1	11/15/2019	Franklin Street Bridge	To whom it may concern. I have just seen a new design for the Franklin Street bike and pedestrian bridge over the Mass Pike and I am quite concerned. I live in Allston Village and cross this bridge daily as my daughter attends the Gardner Pilot Academy. The design I have seen thankfully addresses the difficulty of maneuvering up such steep ramps, but unfortunately makes riding a bicycle much more difficult with so many switchbacks and being narrow. It is my hope that your design team will address these issues and put forth a proper design that addresses pedestrian and bicycle safety. It is a very popular crossing at all times of the day and needs further research. Thank you for your time.	See Responses to Frequently Received Comments #3 and #9.
1918	TCK	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1919	TCo	1	12/12/2019	River users, river impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1920	TCon	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1921	TCon	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1922	TDarl	1	12/12/2019	River impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1923	TDon	1	12/7/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1924	TF	1	12/12/2019	purpose and need, alt analysis, FHWA role, environmental justice	Mr. McEwen and Mr. O'Dowd, Thank you for the opportunity to comment on the Allston I-90 NEPA Scoping Report. This project, which includes rebuilding the I-90 Allston interchange and creating a major new transit station, will have a huge and lasting impact on hundreds of thousands of people who both live in and travel through Allston daily by car, train, bus, on foot, and bike. It will alter the street pattern of Allston, the shoreline of the Charles River, the air, water and noise environment in myriad ways for decades to come, and has the potential to create positive transformative benefits for the neighborhood and the region if and only if, we undertake the necessary study and analysis to assure that we make the best choices among real build alternatives based on data and understanding of tradeoffs. Our comments on the Scoping Report will be organized into three sections: I. Purpose and Need, II. Alternatives Analysis, and III. FHWA role in the Public Process. We begin our comments by offering an outline of our comment letter with a brief summary of the key points in each section: I. PURPOSE AND NEED: A. Omissions of Important Elements from the Purpose and Need - There are a number of project elements that we are pleased to see in the statement of Purpose and Need. However, very important considerations have been omitted, the most important of which is neglecting to include studying the long-term impacts that the existing I-90 has had on the Environmental Justice communities, parkland, and historic resources in the vicinity of the roadway over the seven decades since it was built. Remove an Unsubstantiated Element from the Purpose and Need- Midday commuter rail layover is included in the Purpose and Need, despite the fact that the need for this layover has never been quantitatively demonstrated as part of the Allston I-90 planning process. Furthermore, in light of the recent MBTA Board vote to make major changes to the commuter rail system, any previous analyses of midday layover needs are obsolete.	See Responses to Frequently Received Comments #1, #2 and #4. Impacts and benefits of the Project to environmental justice communities will be analyzed in the Draft Environmental Impact Statement.

#	ID	Number	Date	Topic	Comment	Response
1925	TF	2	12/12/2019	Alternatives analysis	II. ALTERNATIVES ANALYSIS: A. Selection of a Single "Build" Alternative for the Draft Environmental Impact Statement: We cannot overstate the deficiency of a Scoping Report that restricts its work to studying a single "build" alternative for such a huge and complicated project. Such a limitation does not respect the intent and spirit of the NEPA regulations. Studying a single "build" alternative will not allow us or you to arrive at sound, well-documented decisions that will earn the full public support this project needs. There are too many important project elements that are either unresolved at this point or they are not reflected in the proposed build alternative. B. Inaccuracies in the "No Build" Alternative: The "No Build" alternative includes midday commuter rail layover, yet this use has never existed in Beacon Yards and would introduce new environmental impacts to the surrounding area. It is inaccurate and inappropriate to include midday layover in the "No Build" alternative. C. Deficiencies of the Proposed "Build" Alternative: There are two crucial deficiencies in the single "build" alternative proposed in the Scoping Report; namely, 1) the proposed design of West Station unacceptably limits the potential frequency of service at West Station and is incompatible with the MBTA Board's endorsement of the Regional Rail Vision; and 2) the construction phase of the "Modified Hybrid" throat alternative will cause severe negative impacts to the Charles River. D. Alternatives that Should Not Be Dismissed from Further Study: The Scoping Report proposes to cease analysis of the original "Flip" alternative for West Station, thus ignoring the fact that the station design performs much better than in the "Modified Flip". The original Flip includes a linear buffer park and the Cambridge Street bypass to buffer adjacent neighborhoods from highway and rail impacts, and the original "Flip" also provides direct multimodal connections from Allston Village to West Station and the Charles River. The Report proposes to study a single alternative for the "Throat" section, eliminating the all at-grade alternative. However, the severity and duration of the construction impacts of the Modified Hybrid are such that evaluating a single "build" alternative does not meet the NEPA and Section 4(f) standard of "all possible planning" to avoid, minimize, and mitigate impacts. E. Additional Alternatives that Must Be Analyzed Several additional important alternatives are absent from the Scoping Report and must be added to and evaluated in the Draft Environmental Impact Statement, including: 1) Regional Rail frequency of service at a multimodal West Station; 2) elimination of the proposed layover yard; and 3) elimination of the proposed express tracks. F. Additional/Modified Project Elements that Must Be Included in All Alternatives: A number of stakeholder priorities that are compatible with any of the West Station and Throat alternatives should be incorporated into the Scope, including: 1) constructing--rather than not precluding--a bicycle and pedestrian bridge from Agganis Way to the Paul Dudley White Path; 2) a design for the Franklin Street crossing that eliminates switchbacks; and 3) designs for Cambridge Street and the new surface streets that adhere to Complete Streets and Vision Zero principles. G. Additional Topics of Analysis that Must Be Included in the Draft Environmental Impact Statement: Every build alternative will result in significant environmental impacts, yet the Scoping Document and the MassDOT planning process to date contain little discussion of mitigation for those impacts. In order to properly evaluate alternatives, it is necessary to consider the opportunities for mitigation that each alternative entails so that the tradeoffs can be considered. In addition, a maintenance of mobility plan must be developed for the ten-year construction period, and this essential part of the project should be included in the Draft Environmental Impact Statement.	See Responses to Frequently Received Comments #1, #3, #4, #5 and #8. Thre Throat Area Options will be carried forward for additional analysis in the Draft Environmental Impact Statement: the SFR Hybrid, the Modified Highway Viaduct, and the Modified At-Grade. A temporary trestle has been proposed for construction of the SFR Hybrid Throat Area Option. The Modified Highway Viaduct Throat Area Option, also deemed reasonable for the Project, is not anticipated to cause temporary or permanent encroachment into the Charles River. See Section 5.2.3 for a description of the Updated Modified Flip West Station and Rail Layout Option.
1926	TF	3	12/12/2019	FHWA involvement	III. FHWA AND FTA CONTINUING INVOLVEMENT IN THE PUBLIC PROCESS: Over the past five years, the Mass Pike Task Force has worked collaboratively with the MassDOT team, and the project has improved immensely as a result. We are deeply concerned that FHWA has ceased its participation in the Task Force. It is essential that FHWA and FTA participate in the Task Force, even if only as a regular observer throughout the remaining steps in the process, in order to gain a first-hand understanding of all the discussions that will occur. Thank you for your consideration of our comments on the NEPA Scoping Document. We believe this project has the potential for once-in-a-lifetime benefits for people traveling on all modes through the project area, for people living and working in surrounding neighborhoods, and for historic and natural resources, and thus we urge you to make the following modifications to the project purpose and scope.	FHWA's involvement in the Task Force meetings came to an end because FHWA must maintain an unbiased position to consider the needs and impacts of all interested parties, not just the project sponsors, and ensure the NEPA process proceeds in a fair and balanced way.

#	ID	Number	Date	Topic	Comment	Response
1927	TF	4	12/12/2019	Franklin St Bridge, Cambridge Street overpass	SECTION I. PURPOSE AND NEED: We were encouraged to see that several elements which are longstanding stakeholder priorities are included in the Purpose and Need. Specifically, in Section 2.2, Project Need, C.2 acknowledges the growing ridership on the Worcester Main Line and the need for new multimodal connections; D.2 cites the deficiencies of the Paul Dudley White Path in the project area; D.3 and D.4 recognize that the existing infrastructure alignments have long created barriers and that new multimodal connections throughout the project area and to the Charles River are needed. We applaud FHWA for looking not only at the highway itself but also including in the Project Purpose key stakeholder priorities such as addressing the visual impact of the viaduct, building West Station, and improving the Paul Dudley White Path. Nonetheless, we want to elaborate on several items of concern regarding the Purpose and Need. I.A. Omissions of Important Elements from the Purpose and Need: 1. Franklin Street bridge and Cambridge Street overpass: The need to replace both the Franklin Street bridge and Cambridge Street overpass has never been disputed and should be included in the Purpose and Need. The I-90 Viaduct is not the only structurally deficient viaduct in the project area: the Franklin Street pedestrian bridge and Cambridge Street overpass were both identified as structurally deficient before the I-90 interchange project began. Indeed, the northwest sidewalk on Cambridge Street has been closed since 2012. The Franklin Street pedestrian bridge is a crucial and heavily-used connection between Allston Village and Lower Allston, as well as for bicycle traffic from Cambridge, Somerville, and points north, to Brookline and the Longwood Medical Area and points south. The existing bridge is not designed to ADA standards, the steep grades make travel difficult for people with mobility impairments or pushing strollers, and the bridge becomes treacherous in snowy conditions. 2. Safety: Item B of the Project Purpose, Address Safety Issues , should include redesigning Cambridge Street to improve safety for all users, and ensuring that new surface streets are designed in accordance with MassDOT's and the City of Boston's guidelines for urban multimodal streets and the City of Boston's Vision Zero policy and 25 mph speed limit. The Purpose and Need correctly identifies safety as an important aspect of the project purpose. However, it is too narrowly worded in considering only the safety issues associated with the highway and its on-ramps. Multimodal safety along Cambridge Street was one of the first issues raised when the project was initiated in 2014. Since the original construction of the Mass Pike, Cambridge Street has been treated like an extension of the on- and off-ramps. both because of its design, and--as a result of that poor design--in the behavior of motorists. This condition has significantly deterred use of Cambridge Street by cyclists, pedestrians, and bus riders, and tragically has had deadly consequences for some of these non-vehicular users who have braved Cambridge Street.	The 3L Re-alignment Alternative includes the replacement of the existing non-compliant Franklin Street bridge over I-90 with a new pedestrian and bicycle bridge. The new pedestrian and bicycle bridge would meet Americans with Disabilities Act/Massachusetts Architectural Access Board (ADA/AAB) requirements and maintain convenient direct connections from the Franklin Street/Lincoln Street area to Cambridge Street/Allston Village. The design of the streets within the proposed new street grid system, including Cambridge Street, will be consistent with the latest MassDOT and City of Boston Complete Streets guidelines, and the vehicular cross-sections minimized to the extent practicable. MassDOT will coordinate with the City of Boston Transportation Department in terms of the design speed used for Cambridge Street.
1928	TF	5	12/12/2019	Mobility and transportation access, Environmental Justice improvements, impacts on parkland	3. Mobility and Transportation Access: Item D of the Project Purpose should be revised to acknowledge the need to connect the two halves of Allston to each other, and to assert that multimodal (pedestrian, bicycle and bus) connections will be built–not just not precluded–to serve the land that is being opened for development. Area , rightly emphasizes new connections from surrounding neighborhoods to the Charles River and acknowledges the need to provide access to the new mixed-use district that will be created nearby as a result of the project. However, there are two shortcomings with how this item is written. First, the Allston, Brighton, Brookline, and Boston University neighborhoods need new connections to the Charles River, AND they need new and improved connections to each other. Second, the Project Purpose states: "The Project would not preclude multimodal transportation access within the Project Area" (emphasis ours). Multimodal transportation access must be more than not precluded; it must be constructed. 4. Environmental Justice Improvement to noise and air quality conditions for residential neighborhoods that abut the highway and rail infrastructure must be included in the Project Purpose. The project area is surrounded by Environmental Justice communities that have long been subjected to damaging noise and air pollution, which have been proven to have a multitude of damaging health impacts. According to the FHWA: "Transportation also is a source of pollution, generating air, soil, water, and noise pollutants, including particulate matter, carbon monoxide, nitrogen oxide, and carcinogens. Reports by the American Public Health Association and others have linked air pollution to negative health outcomes, including asthma, respiratory illness, heart disease, poor birth outcomes, cancer, and premature death."1 Yet the Project Purpose as currently written omits any mention of the impact of I-90 and rail infrastructure on air quality and noise levels in adjacent residential areas and parkland. This must be corrected. 5. Impacts on Parkland and Historic Resources Improving the quality and extent of the river parklands, providing for the storage and treatment of stormwater, prohibiting degradation of the ecological health of the river, and acting on the need to provide significantly greater human access to the river's edge must be included in the Project Purpose. While upgrading the Paul Dudley White Path as a pedestrian and bicycle facility is included in the Project Purpose, discussion of the historically-protected parkland in the Charles River Reservation is omitted, as is any mention of the impact of I-90 and Soldier's Field Road on water quality and the ecological conditions of the Charles River.	See Section 2 of the Scoping Summary Report. As indicated in the Purpose and Need, the Project would provide improved transportation infrastructure and multimodal access in the Project Area for all users, including motorists, transit users, bicyclists, and pedestrians and introduce new commuter rail infrastructure. The Project would also not preclude connection to the Charles River from Allston, Brighton, Brookline, and Boston University neighborhoods. See Response to Frequently Received Comment #2. During development of the EIS, the Project team will identify any disproportionate impacts to environmental justice populations. See Section 4.0 Environmental Analysis of the 2019 Scoping Report for more information.

#	ID	Number	Date	Topic	Comment	Response
1929	TF	6	12/12/2019	layover yard	I.B. Remove an Unsubstantiated Element from Purpose and Need 1. Regional Rail/layover yard study It is premature to include midday commuter rail layover in the Purpose and Need. Instead, the layover yard and its relationship to Regional Rail should be included as one of the alternatives to be analyzed in the Draft Environmental Impact Statement and compared with non-Allston sites for effectiveness and costs. Item C.3 in section 2.2 Project Need states that "The MBTA has determined that the layover capacity is insufficient to store trains and conduct midday servicing activities. While there is the possibility of increasing layover capacity at other facilities, the MBTA currently identifies Beacon Park Yard as the best layover location to address current and future layover deficiencies from South Station to points west." Since the concept of commuter rail layover was introduced to the project, MassDOT and MBTA have been asked repeatedly to share with the public and the Mass Pike Task Force their analyses of the MBTA's layover needs, of alternative layover sites, and how the sites studied would relate to future rail service. Furthermore, the MBTA Fiscal Control Board voted on November 4, 2019 to advance the concept known as Regional Rail, which would involve increasing the capacity of the passenger rail service during both peak and off peak hours, using available equipment for significantly increased midday service, rather than midday layover. This decision highlights the necessity to study midday layover in Allston as an alternative to be analyzed, not an element of the Project Need.	See Response to Frequently Received Comment #1.
1930	TF	7	12/12/2019	Alternatives analysis	SECTION II. ALTERNATIVES ANALYSIS At the heart of the NEPA and Section 4(f) regulations is the requirement to consider a reasonable range of alternatives that accomplish the purpose and needs of a project while avoiding, minimizing, and mitigating impacts. We therefore offer below our comments for modifications and additions to the proposed "Build" alternative that need to be analyzed in the Draft Environmental Impact Statement. We greatly appreciate that the Allston I-90 NEPA Scoping document incorporates many project improvements that have emerged out of the collaborative process between the MassDOT team and the Task Force over the past five years. Some of these positive examples include: - The project was shifted from a suburban interchange design to an urban design early in project development. - Cambridge Street and new streets in Beacon Yards were designed to become part of the urban grid and adhere to Complete Streets guidelines. - The multimodal West Station was included in the project and, in an improvement over the DEIR, is no longer delayed to a future phase. - A bus, bike, and pedestrian connection from West Station to Malvern Street was included in the project. - Soldiers Field Road was shifted west into Beacon Yards to allow for a more generous park along the Charles River. - An at-grade bicycle and pedestrian connection from Cambridge Street South to the expanded Charles River parkland was added over a sunken Soldiers Field Road. - An alternative that places the turnpike at grade through the entire project area was selected. These are big changes and are applauded by Task Force members. However, we are concerned that some important alternatives and elements of the project have been omitted from the NEPA scoping report, at the same time as other alternatives--which have broad support--are being dismissed from further consideration. The paragraphs below focus on the necessity to modify the Scope so as to include the full analysis of specific alternatives so that the Draft Environmental Impact Statement can serve its intended purpose, namely to understand and compare the relevant options presented for the I-90 Allston Multimodal Project in terms of engineering, traffic and transportation, environmental conditions, parklands, constructability, costs and other criteria.	Noted. See Section 5.4 of the Scoping Summary Report.
1931	TF	8	12/12/2019	additional build alternatives	II.A. Selection of a Single "Build" Alternative for the Draft Environmental Impact Statement Additional "build" alternatives must be part of the Draft Environmental Impact Statement. We ask MassDOT to consult with the Task Force in establishing additional alternatives as described in the comments below. We are concerned that the NEPA Scoping Report proposes to study a single "build" alternative. This does not respect the intent and spirit of the NEPA regulations, and does not provide an opportunity to address deficiencies of the proposed "build" alternative nor does it provide a way for official comparison of the favored option with alternatives containing separate and distinct elements that have been eliminated from further public discussion.	See Section 5.4 of the Scoping Summary Report.

#	ID	Number	Date	Topic	Comment	Response
1932	TF	9	12/12/2019	layover yard	II.B. Inaccuracies in the "No Build" Alternative The No Build alternative must not include a layover facility, a use that has never existed in the location. The description of the No Build option in section 3.2.1 of the Scoping Report states, "MassDOT would continue to use the existing tracks, as of by right [sic], for layover of commuter trains within the MBTA easement, needing only minor modifications to the yard leads." These tracks have never been used for MBTA layover, and therefore the word "continue" is inaccurate and in fact this would be introducing a new use, and new impacts, in the project area.	See Response to Frequently Received Comment #1, which provides clarifications on the need for layover and MBTA's established easement rights. The Yard has been historically used for rail purposes including layover. While the rail yard is not in operation today, there are remaining tracks in the proposed layover area. As granted in the 2003 MBTA Easement Agreement executed between Harvard University Beacon Park Yards, LLC (Harvard) and the MBTA, MBTA currently holds perpetual and irrevocable rights to the use of this area for the purpose of temporary storage of commuter rail trains on four tracks and would only need to make minor modifications (e.g., reinstallation of connections) to do so, without further permitting or regulatory requirements. MBTA can use this area for layover by right and plans to do so regardless of this project, so the layover is included in the No Build.
1933	TF	10	12/12/2019	West Station	II. C. Deficiencies of the Proposed Build Alternative 1. Service at West Station The design of West Station in the "Modified Flip" alternative (the only "build alternative" carried forward the NEPA Scoping Report) introduces unacceptable operational constraints that severely limit the frequency of service at the station. On November 4, 2019, the MBTA's Fiscal Management and Control Board voted that: "the assets of the commuter rail system of the future will be more similar to rapid transit providing all day service at intervals on its most dense corridors at 15-20 minute headways". This directive is incompatible with MassDOT's current planning for West Station based on the MBTA's 2017 Service Delivery Policy which provides for only 3 trips during the 4-hour AM Peak, 4 trips during the 3.5-hour PM peak, and one train every three hours at all other times.2 The current three-track West Station design would permit only this minimal level of service, and not higher-frequency, bidirectional service. With a single-track crossover at each end, service could be provided in only one direction. Four tracks are required to provide adequate bidirectional service, which is necessary due to plans for a very large mixed-use development surrounding West Station which will generate new travel demands in both directions, as well as transfers to and from future service on the Grand Junction line. Additionally, requiring trains to cross over mainline tracks to access West Station, rather than simply straight-lining all trains through West Station, will cause disruptions to service on both tracks of the main line, leading to cascading delays for any conflicting movements. Finally, the additional interlockings required for the turnouts to and from West Station will add significant capital costs and operational expenses to the portion of the railroad for an unproven, and likely negligible, benefit.	See Response to Frequently Received Comment #4.
1934	TF	11	12/12/2019	staging, river impacts, construction alt analysis	Negative impacts to Charles River/Parklands and Soldiers Field Road MassDOT's proposed construction phasing for the "Modified Hybrid" Throat Alternative creates severe negative impacts to the Charles River, Soldiers Field Road, and parklands with no analysis of or commitments to parkland improvements and ecological restoration in the final condition. MassDOT proposes to line the riverbank with sheet piling, reconstruct Soldiers Field Road in the river on a ¼ mile long, 81' wide bridge, place the Mass Pike partially on fill in the Charles River, and at the conclusion of the 10-year construction period, remove the pilings, fill, and bridge, which would disrupt the river's ecosystem when built and cause harm to the river all over again when removed. This decade-long relocation of highway infrastructure into the river and its parks is being labeled "temporary," however the level of disruption to the River is so severe that it must be treated as permanent for permitting purposes. These construction impacts were not known when Secretary Pollack wrote in January 2019 that 3 MassDOT had "all of the information needed to select the Preferred Alternative". Due to the severity of the construction impacts of the "Modified Hybrid" Throat Alternative, the following issues must be analyzed in the Draft Environmental Impact Statement: a. Fully document the need for the trestle structure as well as the impacts of both constructing and then removing it (these are separate actions separated by as many as ten years). Topics for analysis must include - for each of these actions - disruption of sediment contaminated with heavy metals and toxic chemicals; increased storm water runoff leading to more toxic algae blooms; harm to the aquatic ecosystem including fish, birds, and wildlife; and impacts on river users such as boaters of all kinds. b. Evaluate options for the alignment of temporary roadways in the river to minimize the constraint on the water sheet. c. Evaluate alternative designs for moving Soldiers Field Road into the river during construction, including placing the temporary Soldiers Field Road entirely on fill instead of a trestle structure. d. Comparison of the options should be made via an analysis of permanent improvements to the river and parks that would result from each construction option.	See Responses to Frequently Received Comments #8 and #9.

#	ID	Number	Date	Topic	Comment	Response
1935	TF	12	12/12/2019	West Station, buffer park, "flip" alternative	II. D. Alternatives that Should Not Be Dismissed from Further Study 1. The original “Flip” alternative for West Station. The original “Flip” alternative with a four-track West Station should continue to be analyzed. Specifically, an alternative that includes West Station with four tracks, built to accommodate 15-minute, all-day service per the recent FMCB vote, must be analyzed in the Draft Environmental Impact Statement. This alternative can be designed to facilitate express trains that run through the station, as they currently do at Boston Landing. The proposed dismissal of the Original Flip from further study is also unacceptable because it incorporates the buffer park, the People’s Pike pathway, and the Cambridge Street bypass, which are essential elements that serve multiple important goals of the project: a. The Buffer Park along the south edge of the project was conceived to more completely separate the nearby residential properties from transportation activities on this site. Homes are very close to rail property lines here, with some as close as 30’ away from potential noise sources. The park would be wide enough for a multipurpose path with landscaping and trees. With a tall noise wall perhaps topped with a roof above the rail tracks, the buffer helps reduce noise and vibration impacts on residential property. The park should be designed with input from residents. b. The People’s Pike pathway provides a direct, safe, off-road route for bicycles and pedestrians between Allston Village and the remainder of the proposed development focused on West Station. It could also reach the Charles River with very few conflict points with roadway traffic via the proposed bicycle/pedestrian bridge at Agganis Way. Removing the proposed express tracks from the plan provides sufficient width for the People’s Pike Path and buffer park. c. The Cambridge Street Bypass provides an alternative vehicular route into and out of the interchange, reducing future traffic volumes on Cambridge Street South and connecting streets. This proposed street should be included in traffic analyses in the Draft Environmental Impact Statement. A second build alternative for the Throat.	See Responses to Frequently Received Comments #4 and #5.
1936	TF	13	12/12/2019	Throat alternatives, staging impacts, Agganis	4.A second build alternative for the Throat. There are a number of positive aspects of the final condition for the “Modified Hybrid” Throat alternative. However, the disruption of mobility and environmental damage that will be caused in order to construct it are severe. A second alternative must be considered; the all at grade option for the Throat has the most potential to fulfill the project Purpose and should continue to be analyzed. In January 2019, MassDOT selected a preferred alternative for the “throat” portion of this project at the time, many stakeholders were pleased with the selection of the “Modified Hybrid” option, in large part because it allowed for a widening of the Charles River parkland in the Throat and a bicycle/pedestrian connection to the river from Agganis Way. However, MassDOT has not committed to building the Agganis Way connection, and has subsequently elected to widen the I-90 cross section, eating away at the available land for the park so much so that there is no room for trees for a significant portion of the Throat. The “Modified Hybrid” option has the most complex construction phasing of any of the Throat alternatives that have been studied. To date, MassDOT has been unable to produce a construction plan that does not restrict the Worcester Line to a single track for up to half of the ten-year construction period. The reduction of service and impact on reliability that this would entail, at the same time that the Mass Pike will be reduced from eight lanes to six, will have a devastating impact on mobility and quality of life for the entire Worcester Line corridor. Most importantly, MassDOT has disclosed significant new information about the damage to the environment that would be caused by the “Modified Hybrid” Alternative due to the stated need to replace the riverbank with sheet piles for several thousand feet and place Soldiers Field Road on a structure in the river for up to a decade. The all at grade alternative was dismissed due entirely to its potential impact on the river. Yet in light of the new information about the extraordinary 10-year, so-called “temporary” impacts that the Modified Hybrid Alternative will have on the Charles River, it is unclear which of the two options would have greater adverse impacts. Because a viable avoidance alternative has not been identified, Section 4(f) requires "all possible planning" be utilized to mitigate adverse impacts and “the alternative that will cause the least overall harm (after factoring in mitigation measures) must be selected”. Therefore the all at grade option must be carried forward for analysis in the Draft Environmental Impact Statement.	See Responses to Frequently Received Comments #3, #4, #8, and #10.

#	ID	Number	Date	Topic	Comment	Response
1937	TF	14	12/12/2019	West Station modeling, regional rail	II.E. Additional Alternatives that Must Be Analyzed 1.High-frequency, all-day service at West Station The build alternative described in the Scoping Document should be analyzed as a minimum possible future level of service; a second build alternative should be added that incorporates a level of service that acknowledges the Regional Rail vision and incorporates connections to passenger service on the Grand Junction and robust bus connections to and through West Station. The Scoping Report states that the Build alternative assumes "at least three morning and four afternoon peak period, peak direction train stops at West Station…[and] 180-minute headways at a minimum during off-peak periods. Urban rail train service was not incorporated within the ridership model horizon because a future build year has not been determined and service frequency has not been defined." The travel demand model being run by the Central Transportation Planning Staff to inform the project is also using this assumption for service at West Station. This is unacceptable. Furthermore, it is grossly inconsistent with the recent MBTA Board vote to pursue a transformation of the commuter rail system into Regional Rail with significantly higher frequencies during both peak and midday periods. While we understand that a build year has not been determined, the permitting and construction period for the I-90 project will last at least 12 years, during which time the MBTA Board will almost certainly further define and begin implementing the Regional Rail Vision. More importantly, the infrastructure built as part of the I-90 project will need to last for many decades after construction is completed. It is extremely shortsighted to assume that 60 years from now the level of service on the Worcester line will be no different from today, when there is a clear intent by the MBTA to increase the level of service. In Cambridge, the various landowners and stakeholders along and adjacent to the Grand Junction line are in the conceptual phase of planning for the railroad corridor to fast-growing Kendall Square. These landowners have committed to a fully two-track corridor6, which would allow frequent service between Allston, Kendall Square and North Station. If implemented, this will create demand for many if not all trains to stop at West Station given the ability to access Kendall Square and North Station. A West Station which permits only minimal service on the Worcester Line is inconsistent with the stated objectives of the City of Cambridge, landowners abutting the Grand Junction, and stakeholders in both Kendall Square and MetroWest.	See Responses to Frequently Received Comments #4, #6 and #11.
1938	TF	15	12/12/2019	layover yard	2.A build alternative with no layover yard The rail network within this project would operate more efficiently without the layover yard; the Draft Environmental Impact Statement must include an analysis of the rail services with and without the layover yard. The Allston I-90 planning has never included an analysis of alternatives for rail layover nor has it included a justification for the number of consists proposed for storage in Allston. Any analyses conducted for other studies such as the South Station Expansion are now obsolete in light of the recent MBTA Board vote to move toward a regional rail system with higher frequencies throughout the day, as well as other considerations since the SSX Alternatives Analysis was finalized in 2013. Furthermore, the presence of a layover yard causes dimensional and operational constraints that lead to a) the proposed reduction of tracks serving West Station, which, in turn, limits the station's effectiveness in meeting the Project Purpose; and b) the introduction of separate express tracks, which is an unnecessary expense and precludes the inclusion of the People's Pike and buffer park, which are highly valued project elements. 3. A Build Alternative with no separate express tracks A comparison of the project with and without express tracks should be included in the Draft Environmental Impact Statement. This analysis should consider MassDOT policy that "commute times and trip times in general must be made more predictable and reliable, even if not necessarily much faster or shorter" and that 31% of peak Worcester Line trains were more than 5 minutes late during the 30 days ending November 17, 2019 . The need for express tracks has not been demonstrated, given geometric speed restrictions on either side of the site. With a 60 mph curve at Market Street and a 50 mph curve at Nickerson Field, there is only 1.4 miles where trains would be able to accelerate and decelerate at higher speeds, saving at most 5 to 8 seconds of run time by using express tracks. Additionally, any drawings must take into account the removal of "wide freight" rights east of Framingham which preclude the need for any freight bypass tracks.	See Responses to Frequently Received Comments #1 and #4.
1939	TF	16	12/12/2019	bike/ped access, Agganis, Franklin St ped bridge	II.F Additional/Modified Project Elements that Must Be Included in All Alternatives 1. Pedestrian Connections a. A bicycle and pedestrian bridge from Agganis Way to the Paul Dudley White Path. This proposed bicycle and pedestrian connection has long been a priority of many stakeholders, and was one of Secretary Pollack's key reasons for selecting the Modified Hybrid throat alternative The design of this proposed bridge is integral to the design of the elevated Soldier's Field Road above the Eastbound Turnpike, and the overall design of reconstructed roadways will assure that the bridge is feasible, according to MassDOT. However, the proposed bridge is not fully incorporated as a funded project element. The Agganis Way bridge connection should be included as a project element to be constructed. b. An improved design for the Franklin Street Pedestrian Bridge. The Crossing of the train tracks and Mass Pike at Franklin Street is an essential route for people walking and biking and one of very few connections between the two halves of Allston. This crossing route had the highest percentage of cyclists in the City's 2017 9 Boston Bike Counts report. MassDOT's proposed design with three switchbacks on the south side and one switchback on the north side is unsafe and would unacceptably hinder walking and biking. One or more alternatives should be included in the Draft Environmental Impact Statement that evaluate a footbridge with no switchbacks and/or a tunnel.10 c.A bicycle/pedestrian connection from Commonwealth Avenue at the BU Bridge to the Paul Dudley White path. The original construction of the Mass Pike and Soldiers Field Road cut off Commonwealth Ave from the Charles River. Even with the construction of new bicycle and pedestrian connections at Malvern Street and Agganis Way, there will still be a gap of more than a mile between ADA accessible pedestrian connections to the Paul Dudley White path. This project provides an opportunity to create a new connection from Commonwealth Avenue at the BU Bridge to the Charles River paths. The MassDOT team has begun to study this connection; it should be included as a project element.	See Response to Frequently Received Comment #4.

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1940	TF	17	12/12/2019	Cambridge St and Beacon yards, complete streets	2. Safer designs for Cambridge Street and the new streets in Beacon Yards: One of the first and most important community priorities expressed as part of the I-90 Allston planning process was the need to transform Cambridge Street into a human-scaled street that would function like a neighborhood connector, not a highway on-ramp. MassDOT's current designs fail to show this transformation. Instead, they have replicated the existing dangerous, overbuilt conditions on Cambridge Street and repeated them on every new proposed street. Only a single block of a single street within Beacon Yards is shown as two lanes; most streets are four lanes with additional turning lanes at intersections. This is radically out of line with the City of Boston's Complete Streets Guidelines and all modern best practices for street design in dense urban areas. The proposed design more than doubles roadway capacity, rebuilding the four-lane Cambridge Street we have today with additional turning lanes, and adding a five-lane Cambridge Street South. There is no logical justification for this expansion, as every single existing street that the new streets will connect with is two lanes wide. Furthermore, increasing roadway capacity has been proven not to address traffic, but to induce it. The 2018 Massachusetts Strategic Highway Safety Plan states that "For the Commonwealth of Massachusetts, one life lost on our roadways or altered by a serious injury is unacceptable."11 However, the 4 and 5 lane roads currently proposed in the new street grid in Beacon Yards create a severe safety risk for people walking and biking. The FHWA publication "Pedestrian Safety at Intersections" states: "Although intersections represent a very small percentage of U.S. surface road mileage, more than one in five pedestrian deaths is the result of a collision with a vehicle at an intersection. Research indicates that increasing the lanes on a roadway from four to six or more lanes increases the percentage of fatalities represented by pedestrian crashes by 64 percent."12 MassDOT's Municipal Resource Guide for Walkability notes that "designing roadways with built-in physical features that make pedestrians more visible and require motorists to travel at lower speeds can improve safety." Raised crosswalks and speed tables are recommended in that MassDOT report and should be included in this study.13 MassDOT must propose alternative designs for all new streets that 1) reduce the number of lanes on most or all proposed streets and 2) are designed for a speed limit of 25mph (Boston's current citywide limit) and the 20 mph limit supported by Mayor Walsh.14	The number of lanes have been minimized as much as possible while balancing the needs of all users. Cambridge Street provides a regional connection to Cambridge. The design of the streets within the proposed new street grid system, including Cambridge Street, will be consistent with the latest MassDOT and City of Boston Complete Streets guidelines, and the vehicular cross-sections minimized to the extent practicable. MassDOT will coordinate with the City of Boston Transportation Department in terms of the design speed used for Cambridge Street.
1941	TF	18	12/12/2019	Cambridge St Overpass	2. Full reconstruction of the Cambridge Street overpass: The Cambridge Street viaduct on the westerly edge of the project was identified as structurally deficient by MassDOT more than five years ago. It should also be considered functionally deficient, as the excessively severe vertical curve obstructs the visibility of pedestrians and bikes posing safety risks for users traveling along the bridge and attempting to cross it,. That this route is a very strong desire line is clear from the large number of people that use it every day despite the high-speed traffic and poor visibility. The overpass abutments follow the current curve of the Mass Pike, and therefore likely constrain future alignments of the turnpike and rail as well as potentially introducing complications for construction sequencing. The Draft Environmental Impact Statement should document how the Cambridge Street overpass does or does not constrain other project elements, and evaluate the value of a full bridge replacement rather than a deck replacement as was previously planned.	A full bridge replacement is not required based on structural analysis of the existing Cambridge Street Bridge.
1942	TF	19	12/12/2019	Mitigation: noise, vibration, air, water	II.E. Additional Topics of Analysis that Must Be Included in the Draft Environmental Impact Statement 1. Mitigation Mitigation must be included as an integral part of the planning process, especially for an enormous and complicated project such as this one. The Scoping document seems to treat mitigation as something that is undertaken once a preferred alternative has been selected. Our understanding of the federal environmental process is that mitigation must be included during the project formation and selection process in order to have the data necessary to arrive at the best overall option. Mitigation helps shape a project to arrive at an acceptable package of elements that all participants and advising agents can agree upon. None of the options under consideration will avoid impacts to parkland, historic and natural resources, and residential areas either in their final condition or during the lengthy construction period. Mitigation elements that are critical include: a. Noise, vibration, and air pollution protection for impacted residential areas. MassDOT proposes to build express tracks and a rail yard for midday storage of diesel locomotives next to the Wadsworth Street neighborhood, while also moving I-90 closer to these same homes. These actions would inflict great harm to nearby residents in the form of air pollution (tailpipe emissions and wear from tires and brakes), noise pollution, and vibration. The simple barrier wall that MassDOT proposes along the backyard property line is grossly inadequate for several reasons, including that noise barriers can shield only the lowest floors of a building and that a barrier wall is most effective when it is as close to the noise source (traffic lanes) as possible. The highly desired buffer park provides sufficient width to include a berm, trees, and vegetation that are together much more effective in mitigating air pollution, noise, and vibration. Furthermore, the Cambridge Street Bypass would put a roof over the rail lines closest to homes, providing a much greater air and noise pollution barrier. b. Mitigation for impacts to the Charles River. MassDOT's construction plan proposes to fill significant areas of the Charles River and replace the entire riverbank with sheet piling for several thousand feet, for up to a decade. This is in no sense a temporary impact: "temporary" implies that the riverbank can be restored to its previous state. A river is an endlessly dynamic resource and in no way will it be able to be "restored" after ten years of flow and forces that will react to the rigidity of pilings and addition of fill. "Restoration" of the riverbank to its current state is not possible, nor is it desirable, as it is currently eroding, unstable, and unattractive.	See Responses to Frequently Received Comments #5 and #9.

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1943	TF	20	12/12/2019	shoreline restoration	This project creates an opportunity to make positive, ecologically-driven changes in this degraded section of the river, by providing for separate walking and biking paths, introducing more trees and other plantings throughout the Throat, providing adequate storage and treatment of stormwater, and making improvements to the ecological health of the river. Permanent changes to the river are not necessarily “adverse impacts”. Projects such as the North Shore Riverfront Ecosystem Restoration Project on the Ohio River in Pittsburgh, Pennsylvania and Chicago Riverwalk are recent examples of permanent and positive riverbank changes that can inform the I-90 Allston alternatives analysis. The entire I-90 project area was originally marshland, and therefore, to the extent that a softer water’s edge can be restored, the river will be healthier and stormwater will be more effectively managed. In addition, significant trees and other plantings are necessary in the Throat to address noise and air pollution from the adjacent highways (as described in the US EPA publication Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality) and shade the biking and walking paths. Plantings will also provide visual benefits when seen from riverfront paths and roads on both sides of the river. The strategic reuse of some bridge piers to support a boardwalk or a modest amount of permanent landfill--without impeding the active use of the water sheet--could allow for separated walking and biking paths and new planting areas throughout the throat. c. Landscaped buffers Provide added dimension for landscaped aprons on the bridges that span above the highway and rail alignment to provide noise, air quality, and visual buffering and support a comfortable pedestrian and bicycle environment. The City of Boston’s I-90 Allston Interchange Placemaking Study makes this recommendation, noting that “These bridges will span hundreds of feet of active highway and rail facilities. Although air rights development may eventually line the new streets and cover the transportation infrastructure, it is important to have an attractive environment for everyone using these important new links as part of the initial construction.”21 d. Decking over the highway and railyard Building decks over highways becomes exponentially more expensive, difficult, and disruptive when they are in use by cars and trains. Decking over the highway and Worcester Line tracks as part of this project and before they are operational should be studied for its value to minimize and mitigate adverse air and noise pollution and visual impacts while also creating the conditions for technically feasible and economically viable transit-oriented air rights development.	See Response to Frequently Received Comment #9.
1944	TF	21	12/12/2019	mitigation-congestion-GJL	Mitigation for the disruptions caused by construction. The Mass Pike, which carries hundreds of thousands of vehicles per day, will have reduced capacity for much of the ten-year construction period. This is sure to cause increased congestion on the turnpike and spillover traffic in surrounding neighborhoods, with resulting impacts on air quality, economic activity, and safety, unless a comprehensive plan is implemented to facilitate increased usage of non-vehicle modes during construction. f. Replacement of the Grand Junction Bridge superstructure over the Charles River. The Grand Junction Bridge over the Charles River dates to 1928, and required emergency repairs in 2012 to remain operational. The shutdown of the Grand Junction during the project will allow ample time to replace the superstructure of the bridge (and inspect the substructure as well) so that it can provide frequent transit service once the line is reopened. This should also include bicycle and pedestrian facilities to connect the “People’s Pike” to trails and paths in Cambridge.	See Response to Frequently Received Comment #9.
1945	TF	22	12/12/2019	Regional, multi-modal mobility plan	2. Regional, multi-modal maintenance of mobility plan A systematic program is needed to maintain mobility throughout the upcoming decade of reconstructing the interchange. In a project of this magnitude and duration, the impact on the region’s traffic pattern during the construction process will be a critical concern. The Boston region’s growth is expected to continue, especially in locations like Kendall, Downtown and the Seaport, and the Longwood Medical Area. Demand for access from the western corridor will reflect that growth. Our roadway capacity is finite, and will even be reduced during the construction process. Passenger demand for public transportation will grow disproportionately during this 10-year construction period and after. It is essential that a central part of the Allston Interchange I-90 project be a program to sustain regional mobility even as roadway capacity is reduced. Passenger use of the Worcester Line has risen by more than 45% in the past six years, and should be expected to grow by an even larger amount during the upcoming decade. Improving public transportation capacity adequately to meet rising demand will require significant new capital investment, additional operating resources, and long lead time to implement the expanded services. That means the mobility plan must be initiated immediately in order to achieve timely results. Key strategies of such a plan include: a. Early implementation of West Station, or if that is infeasible, implementation of a temporary West Station on the existing WML tracks b. Maintenance of two WML tracks throughout construction c. Increased frequency on the WML d. Additional express buses/dedicated bus lanes on the Mass Pike during construction e. Expanded parking capacity at WML stations. Temporary ramps in the vicinity of St. Mary’s Street/Beacon Street to reducing the number of drivers who use the I90 Allston exits or exit early and use surface streets through Allston-Brighton g. An ADA-compliant alternate route during reconstruction of the Franklin Street footbridge	See Responses to Frequently Received Comments #7 and #9.

#	ID	Number	Date	Topic	Comment	Response
1946	TF	23	12/12/2019	FHWA and FTA involvement	SECTION III. FHWA AND FTA CONTINUING INVOLVEMENT IN THE PUBLIC PROCESS It is essential that FHWA and FTA resume their participation in the Mass Pike Task Force for the duration of the project. The Mass Pike Task Force was convened in 2014 at the request of State Representative Kevin Honan, State Representative Michael Moran, State Senator William Brownsberger, and State Senator Sal DiDomenico. Over the past five years, the Task Force has worked collaboratively with the MassDOT team, and, all agree that the project has improved immensely as a result. The Task Force plays an essential role because the extraordinary complexity of this project makes it extremely difficult for members of the general public to fully understand and provide input when the only avenues for participation are brief time periods allotted at a typical public meeting. The Task Force represents the public in this process—the nearby residents, people living in all the areas who will experience the impacts of this project as well as its long-term benefits, the many public-interest advocacy groups and individuals who represent the larger public, and others. We applaud MassDOT's commitment to continue convening the Task Force throughout the project planning and construction. However, we are deeply concerned that FHWA has ceased its participation in the Task Force just as it initiates its active role in the project permitting. If, at this point, there was broad consensus about the direction and specific elements of the project, perhaps their role could be more circumscribed and the need for them to participate less urgent. But that is not the case, as evidenced by the issues detailed above that have yet to be resolved. These issues are complex and interconnected. Resolving them will require further study and analysis to arrive at the most feasible and beneficial build alternative. It is not possible to satisfactorily resolve all of these complex issues within the space of this current comment period, and one additional comment period before the selected alternative is chosen, and there is no way that the FHWA will be able to make informed decisions without being present and involved in the process. Therefore it is essential that FHWA and FTA participate in the Task Force, even if only in an observatory capacity. The implementation of the Allston Intermodal Interchange redevelopment is expected to be by a design/build technique. It is essential that the environmental process be sufficiently precise and defined that future contractors will be bound to respect the environmental requirements established as a result of this NEPA process. Thank you for your consideration of our comments on the NEPA Scoping Document. We believe this project has the potential for once-in-a-lifetime benefits for people traveling on all modes through the project area, for people living and working in surrounding neighborhoods, and for historic and natural resources, and thus we urge you to make the above modifications to the project purpose and scope. We appreciate your attention to the important matters raised in this letter. We look forward to continuing our very effective collaboration to date with the Federal Highway Administration, MassDOT, and other City, State, and Federal agencies to help this project become a model for 21st Century sustainable mobility.	FHWA's involvement in the Task Foce meetings came to an end because FHWA must maintain an unbiased position to consider the needs and impacts of all interested parties, not just the project sponsors, and ensure the NEPA process proceeds in a fair and balanced way.
1947	TFul	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, Greetings. I am one of many members of the community who is concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. And if it were installed, something tells me it might migrate from a temporary roadway to a permanent one. It seems highly likely that environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I respectfully urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1948	TGal	1	12/8/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1949	THeg	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd: I'm very concerned with Massachusetts Department of Transportation's (MassDOT) plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary"; 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully examine alternative approaches to staging and construction that do not harm our wonderful river, and honestly evaluate the environmental consequences of this project. Thank you for your attention to this matter.	See Response to Frequently Received Comment #8.
1950	TKap	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1951	TLin	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1952	TLS	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. The Charles River may look like just empty space on a map, but it is not empty and restoring the health of the river has been a slow and hard-fought process. The proposal to place a major road in and over it is most distressing and ill-conceived. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1953	TMatters	1	12/11/2019	layover, transit	Layover yard study: It is premature to include midday commuter rail layover in the Purpose and Need. Instead, the layover yard and its relationship to Regional Rail should be included as one of the alternatives to be analyzed in the Draft Environmental Impact Statement and compared with non-Allston sites for effectiveness and costs. Item C.3 in section 2.2 Project Need states that "The MBTA has determined that the layover capacity is insufficient to store trains and conduct midday servicing activities. While there is the possibility of increasing layover capacity at other facilities, the MBTA currently identifies Beacon Park Yard as the best layover location to address current and future layover deficiencies from South Station to points west." Since the concept of commuter rail layover was introduced to the project, MassDOT and MBTA have been asked repeatedly to share with the public and the Mass Pike Task Force their analyses of the MBTA's layover needs, of alternative layover sites, and how the sites studied would relate to future rail service. Furthermore, the MBTA Fiscal Control Board voted on November 4, 2019 to advance the concept known as Regional Rail, which would involve increasing the capacity of the passenger rail service during both peak and off peak hours, using available equipment for significantly increased midday service, rather than midday layup. This decision highlights the necessity to study midday layup in Allston as an alternative to be analyzed, not an element of the Project Need. It is premature to include midday commuter rail layover in the Purpose and Need. Instead, the layover yard and its relationship to Regional Rail should be included as one of the alternatives to be analyzed in the Draft Environmental Impact Statement and compared with non-Allston sites for effectiveness and costs.	See Response to Frequently Received Comment #1.

#	ID	Number	Date	Topic	Comment	Response
1954	TMatters	2	12/11/2019	layover yard	The No Build alternative must not include a layover facility, a use that has never existed in the location. The description of the No Build option in section 3.2.1 of the Scope states, "MassDOT would continue to use the existing tracks, as of by right [sic], for layover of commuter trains within the MBTA easement, needing only minor modifications to the yard leads." These tracks have never been used for MBTA layover, and therefore the word "continue" is inaccurate and in fact this would be introducing a new use, and new impacts, in the project area. Therefore the No Build alternative must not include a layover facility that has never existed in the location.	See Response to Frequently Received Comment #1. The Yard has been historically used for rail purposes including layover, and there are remaining tracks in the proposed layover area today. As granted in the 2003 MBTA Easement Agreement executed between Harvard University Beacon Park Yards, LLC (Harvard) and the MBTA, MBTA currently holds perpetual and irrevocable rights to the use of this area for the purpose of temporary storage of commuter rail trains on four tracks and would only need to make minor modifications (e.g., reinstallation of connections) to do so, without further permitting or regulatory requirements. MBTA can use this area for layover by right and plans to do so regardless of this project, so the layover is included in the No Build.
1955	TMatters	3	12/11/2019	rail/transit, West Station	Service at West Station: The design of West Station in the "Modified Flip" alternative (the only "build alternative" carried forward the NEPA Scoping report) introduces unacceptable operational constraints that severely limit the frequency of service at the station. On November 4, 2019, the MBTA's Fiscal Management and Control Board voted that: "the assets of the commuter rail system of the future will be more similar to rapid transit providing all day service at intervals on its most dense corridors at 15-20 minute headways". This directive is incompatible with MassDOT's current planning for West Station based on the MBTA's 2017 Service Delivery Policy which provides for only 3 trips during the 4-hour AM Peak, 4 trips during the 3.5-hour PM peak, and one train every three hours at all other times. The current three-track West Station design would permit only this minimal level of service, and not higher-frequency, bidirectional service. With a single-track crossover at each end, service could be provided in only one direction. Four tracks are required to provide adequate bidirectional service, which is necessary due to plans for a very large mixed-use development surrounding West Station which will generate new travel demands in both directions, as well as transfers to and from future service on the Grand Junction line to Kendall Square and North Station. Additionally, requiring trains to cross over mainline tracks to access West Station, rather than simply straight-lining all trains through West Station, will cause disruptions to service on both tracks of the main line, leading to cascading delays for any conflicting movements. Finally, the additional interlockings required for the turnouts to and from West Station will add significant capital costs and operational expenses to the portion of the railroad for an unproven, and likely negligible, benefit.	See Response to Frequently Received Comment #4.
1956	TMatters	4	12/11/2019	West Station	The original "Flip" alternative with a four-track West Station should continue to be analyzed and not dismissed from study. Specifically, an alternative that includes West Station with four tracks, built to accommodate 15-minute, all-day service per the recent FMCB vote, must be analyzed in the Draft Environmental Impact Statement. This alternative can be designed to facilitate express trains that run through the station, as they currently do at Boston Landing.	See Response to Frequently Received Comment #4 and Sections 5.4 and 5.3 of the Scoping Summary Report.
1957	TMatters	5	12/11/2019	rail/transit, West Station	The build alternative described in the Scoping Document should be analyzed as a minimum possible future level of service; a second build alternative should be added that incorporates a level of service that acknowledges the Regional Rail vision and incorporates connections to passenger service on the Grand Junction and robust bus connections to and through West Station. The Scoping Report states that the Build alternative assumes "at least three morning and four afternoon peak period, peak direction train stops at West Station…[and] 180-minute headways at a minimum during off-peak periods. Urban rail train service was not incorporated within the ridership model horizon because a future build year has not been determined and service frequency has not been defined." This is inadequate, given the recent MBTA Board vote to pursue a transformation of the commuter rail system into Regional Rail with significantly higher frequencies during both peak and midday periods. While we understand that a build year has not been determined, the permitting and construction period for the I-90 project will last at least 12 years, during which time the MBTA Board will almost certainly further define and begin implementing the Regional Rail Vision. Furthermore, the infrastructure built as part of the I-90 project will need to last for many decades after construction is completed. Given its recent growth, it is extremely shortsighted to assume that 60 years from now the level of service on the Worcester line will be no different from today, when there is a clear intent by the MBTA to increase the level of service. There are several local examples of projects which can inform the need to build infrastructure for future potential demand. During the 1970s, service on the Worcester Line consisted of only three peak-hour trips and ridership was only approximately 600 . The Service Delivery Policy would allow only this level of service to West Station, despite ridership on the line which has grown 30-fold over the past 50 years. The Newton Stations, which were adequate for unidirectional service, now must be rebuilt to optimize operations on the line. In addition, Lansdowne Station, which was a special-use station until the 1990s, now serves two thousand passengers per day, providing access not just to nearby offices but also a connection to the Longwood Medical Area much as West Station would provide a connection to Harvard, Central and Kendall Squares. Finally, when the Southwest Corridor was built in the 1980s, the platform at Ruggles only allowed access to the number 1 and 3 tracks, but today, demand is such that not all trains can serve Ruggles. Instead of a project which would have been a negligible additional cost when the corridor was constructed, the MBTA is undertaking a $40 million project to add a new platform. By building West Station built on the maximum potential service levels, we will avoid these future issues as the region develops. In Cambridge, the various landowners and stakeholders along and adjacent to the Grand Junction line are in the conceptual phase of planning for the railroad corridor to fast-growing Kendall Square. These landowners have committed to a fully two-track corridor3, which would allow frequent service between Allston, Kendall Square and North Station. When implemented, this will create demand for many if not all trains to stop at West Station given the ability to access Kendall Square and North Station. A West Station which permits only minimal service on the Worcester Line is inconsistent with the stated objectives of the City of Cambridge, landowners abutting the Grand Junction, and stakeholders in both Kendall Square and MetroWest.	See Responses to Frequently Received Comments #4 and #11.

#	ID	Number	Date	Topic	Comment	Response
1958	TMatters	6	12/11/2019	layover, transit, West Station	A build alternative with minimal layover. The rail network within this project would operate more efficiently without the layover yard; analyzing the rail services with and without the layover yard must be undertaken. The Allston I-90 planning has never included an analysis of alternatives for rail layup nor has it included a justification for the number of consists proposed for storage in Allston. Any analyses conducted for other studies such as the South Station Expansion are now obsolete in light of the recent MBTA Board vote to move toward a regional rail system with higher frequencies throughout the day, as well as other considerations since the SSX Alternatives Analysis was finalized in 2013. Furthermore, the presence of a layup yard causes dimensional and operational constraints that led to the proposed reduction of tracks serving West Station, which limits the stations effectiveness in meeting the Project Purpose, and the introduction of separate express tracks, which is an unnecessary expense and precludes the inclusion of the People's Pike and buffer park, which are highly valued project elements. If the layover yard can be included if these elements are preserved, then it will have some benefit to the regional rail network. First, we must assure that a future-proofed West Station is built, that speeds for trains through West Station are maximized on the existing tracks and that the "People's Pike"/buffer park is implemented. Only then, and only if a current study confirms that this high-value site is regionally well-suited for layover, should we consider layover at this site.	See Responses to Frequently Received Comments #1 and #4.
1959	TMatters	7	12/11/2019	Worcester line commute times	A Build Alternative with no separate express tracks. This analysis should consider MassDOT policy that "commute times and trip times in general must be made more predictable and reliable, even if not necessarily much faster or shorter"4 and that 31% of peak Worcester Line trains were more than 5 minutes late during the 30 days ending November 17, 20195 The need for express tracks has not been demonstrated, given geometric speed restrictions on either side of the site. With a 60 mph curve at Market Street and a 50 mph curve at Nickerson Field, there is only 1.4 miles where trains would be able to accelerate and decelerate at higher speeds6, saving at most 5 to 8 seconds of run time by using express tracks. Additionally, any drawings must take into account the removal of "wide freight" rights east of Framingham which preclude the need for any freight bypass tracks. A comparison of the project with and without express tracks should be included in the Draft Environmental Impact Statement.	See the Responses to Frequent Comments #4, explaining the benefits of the express track in terms of operational flexibility and resiliency and Section 5 comparing rail options. Accordingly, the express track will be included in the Build Alternative.
1960	TMatters	8	12/11/2019	construction mitigation	Mitigation for the disruptions caused by construction. The Mass Pike, which carries hundreds of thousands of vehicles per day, will have reduced capacity for much of the 10-year construction period. This is sure to cause increased congestion on the turnpike and spillover traffic in surrounding neighborhoods, with resulting impacts on air quality, economic activity, and safety, unless a comprehensive plan is implemented to facilitate increased usage of non-vehicle modes during construction. We would also suggest short-term improvements for the Worcester Line and express buses on the Turnpike to allow additional capacity during construction. These would include, but not be limited to: Bus lanes for Turnpike express buses, additional bus park-and-ride facilities in the MetroWest region; Signal and capacity improvements on the Worcester Line and fast-tracking of the triple-track study from 128 to Framingham; Additional equipment to operate more Worcester Line service; Additional parking at Commuter Rail stations where parking is often at capacity at or before 7:30 a.m.; Improvements to the station at Worcester to allow a second platform track at Union Station; Consideration of infill stations in Westborough and Weston (at 128) on the Worcester Line and on 128 at Route 20 on the Fitchburg Line.	See Response to Frequently Received Comment #9.
1961	TMatters	9	12/11/2019	GJL	Replacement of the Grand Junction Bridge superstructure over the Charles River. The Grand Junction Bridge over the Charles River dates to 1928, and required emergency repairs in 2012 to remain operational. The shutdown of the Grand Junction during the project will allow ample time to replace the superstructure of the bridge (and inspect the substructure as well) so that it can provide frequent transit service once the line is reopened. This should also include bicycle and pedestrian facilities to connect the "People's Pike" to trails and paths in Cambridge. Thank you very much for your attention to these important matters. We look forward to continuing to collaborate with the Federal Highway Administration, MassDOT, and other City, State, and Federal agencies to help this project become a model for 21st Century sustainable mobility. Thank you for your consideration of our comments on the NEPA Scoping Document. We believe this project has the potential for once-in-a-lifetime benefits for people traveling on all modes through the project area, for people living and working in surrounding neighborhoods, and for historic and natural resources, and thus we urge you to make the above modifications to the project purpose and scope. We appreciate your attention to the important matters raised in this letter. We look forward to continuing our very effective collaboration to date with the Federal Highway Administration, Federal Transit Administration, MassDOT, and other City, State, and Federal agencies to help this project become a model for 21st Century sustainable mobility.	See Response to Frequently Received Comment #6.
1962	TNer	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

#	ID	Number	Date	Topic	Comment	Response
1963	TPow	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd: I just learned of MassDOT's proposal to construct a four lane road and bike path in the Charles River as part of the Allston Multimodal Project. I strongly, strongly object, and urge MassDOT to reject this option and find an alternative. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. The Charles is a critical resource for Greater Boston and a key part of the quality of life here for many. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. It is hard to see how this proposal can be squared with current state and federal laws protecting rivers, wetlands and water quality, and I fear that MassDOT will just be bringing legal obstacles, fights and delays upon itself with this proposal. I urge MassDOT to fully vet alternative approaches to staging and construction that don't harm our iconic river, fully evaluate the environmental consequences of this project, and find another option. I am a long-time resident of Newton, an admirer and frequent user of the Charles, and a member of the Charles River Watershed Association. Thank you for providing this opportunity to comment.	See Response to Frequently Received Comment #8.
1964	TRG	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for listening to my concerns.	See Response to Frequently Received Comment #8.
1965	TSoi	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. A method to remove refuse from storm water before being released into the river is essential to any new construction.	See Response to Frequently Received Comment #8.
1966	TSwa	1	11/20/2019	river impacts, staging, pollution	To whom it may concern, This plan to construct a temporary highway over the river cannot be allowed to happen. It is insulting to the people living and working in areas along the river. The Charles River is a wonderful public resource that many people get to enjoy and building a temporary highway on it is unacceptable. To start Allston has a natural shoreline, building a land connection to the highway will disrupt that. Second, the bridge will require a lot of deicing, which will all end up in the river. Third, any waste from cars will end up polluting the river even more than already. This idea may be the worst thing I have ever seen as far as planning in the Boston area. I look forward to the many other, better plans, that MassDOT can come up with, such as closing Soldiers Field Road/Storrow Drive for the duration of the project.	See Response to Frequently Received Comment #8.
1967	TTa	1	12/5/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1968	TWL	1	12/6/2019	River impacts	Dear People: You have a rare chance to do something good, something right! When you design this project, please maximize these critical elements: 1 - Protection of the Charles River	See Responses to Frequently Received Comments #2 and #9.
1969	TWL	2	12/6/2019	River impacts	2 - Enhancement of the Charles River riparian corridor for: -- environmental protection -- water quality -- habitat -- climate resiliency -- appropriate public access and enjoyment -- pedestrian access and safety in this crowded neighborhood	See Response to Frequently Received Comment #2.
1970	TWL	3	12/6/2019	Parkland	3 - New greenspace in the Wadsworth Street area and as a buffer for the train tracks	See Response to Frequently Received Comment #4.
1971	TWL	4	12/6/2019	Staging	4 - Avoid relocation of Solders Field Road onto the Charles River, which would be an ecological and aesthetic disaster	See Response to Frequently Received Comment #8.
1972	TWL	5	12/6/2019	West Station	5 - Including four tracks at West Station to maximize use capacity	See Response to Frequently Received Comment #4.
1973	TWL	6	12/6/2019	Transit	6 - Careful and inspired integration and improvement of mass transit capacity at the project site, both short and long term	See Response to Frequently Received Comment #9.
1974	TZha	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1975	VA	1	12/6/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1976	VH	1	12/8/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1977	VKe	1	12/12/2019	stormwater mgmt, river impacts	I am worried about what a 30 inch pipeline for waste water (planned by HU) from Alston under a containment facility and into the Charles River will mean to the improved quality of river water over the past several decades and possible flood levels to lower communities along the River. Is there current research into this particular concern?	This is outside the scope of this Project.
1978	VM	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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1979	VScu	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1980	VShr	1	12/12/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project. Thank you for considering other alternatives.	See Response to Frequently Received Comment #8.
1981	VZ	1	12/14/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1982	WaBos	1	12/12/2019	traffic models	The I90 Allston Task Force met last night (December 11, 2019), the evening before today's deadline for comments on the Allston I-90 NEPA Scoping Report. The entire meeting (2+ hours) was consumed by a conversation about the model being used by CTPS (also to be used by MAPC on an additional study) to evaluate the requirements and impacts of the project. As became clear during the course of the presentation and Q&A, the assumptions about transit service that are built into the model will lead to results that point to very low use of West Station (45-60 minute headways during peak hours) and no use of the Grand Junction line (no service at all). The Task Force asked the project team for information about these assumptions a year ago because we were concerned about this issue and its potential impacts on the project review. We ask that FHWA and MassDOT incorporate the meeting minutes of the Dec. 11 Task Force as WalkBoston's comments about the Scoping Report because they reflect the serious questions needed to be answered about the basis on which project plans and designs will be made. Most notably, if the model assumptions lead to results that show little to no use of West Station we fear that a number of decisions will be based on incorrect data:	See Responses to Frequently Received Comments #4 and #11.
1983	WaBos	2	12/12/2019	West Station	1) West Station will be put at risk because it will show such low ridership use	See Response to Frequently Received Comment #4.
1984	WaBos	3	12/12/2019	GJL	2) Grand Junction components of the project will be at risk because there will seem to be no travel demand	See Responses to Frequently Received Comments #6 and #11.
1985	WaBos	4	12/12/2019	West Station	3) Bus, walking and biking elements of the West Station area will seem to be of little use because West Station will be shown as having very low use	See Response to Frequently Received Comment #11.
1986	WaBos	5	12/12/2019		4) Sizing of roadway elements of the project (both highway and street elements of the project) will expand because almost all of the trips to be served will be modeled as vehicle trips - because such inadequate transit service has been baked into the model assumptions	See Response to Frequently Received Comment #11.
1987	WaBos	6	12/12/2019	West Station	5) West Station and the rail service included in the project assessment will be at odds with the MBTA's own plans for regional rail as recently voted on by the FMCB - thus putting the MEPA and NEPA analysis at risk for not conforming with state and local plans	See Responses to Frequently Received Comments #4 and #11.
1988	WaBos	7	12/12/2019		6) The I90 "Allston Multimodal Project" will be at odds with Massachusetts policies and goals regarding the reduction of GHG emissions because it will be premised on a vehicle-based transportation system - thus putting the MEPA and NEPA analysis at risk for not conforming with state and local plans	See Response to Frequently Received Comment #2. Environmental impacts, including air quality impacts, of a reaosnable range of alternatives (see Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.

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1989	WH	1	12/16/2019	river impacts, River users impacts, staging	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1990	WLaw	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. The Charles has been awarded as one of the cleanest urban rivers in the world. That distinction took the dedicated efforts of hundreds of volunteers, and is something of which all Boston can be proud. Your plan would undo much of that accomplishment for years. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1991	WLei	1	12/6/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
1992	WLew	1	12/6/2019	River impacts	Dear Mr. O'Dowd, Regarding the plan to construct a road and bike path in the Charles as part of the Allston Multimodal Project, you should pay heed to the Charles River Watershed Association. You have an organization that is devoted to the river, that knows what it's talking about, that is representing the interests of the citizenry, and that is informing you on the negative environmental aspects of your plan. They say you should fully vet alternative approaches." You should do so.	See Response to Frequently Received Comment #8.
1993	WM	1	12/11/2019	Transit, ped/ bike access	I'm writing to provide comments on the Allston Multimodal Project. I am a transportation planner and a City of Boston resident residing at 19 Chestnut Street. The project offers an incredible opportunity to improve existing conditions in this quickly growing neighborhood. As an individual who does not own a car but who regularly uses transit, bikes, and walks in the project area, the enhancements for pedestrians and bikes are exciting and welcome. That being said, it seems that the concept is still overwhelmingly focused on motor vehicle traffic and the new proposed roadways appear to be wide, overbuilt, and hostile to walking and biking. Several of the new streets have 5-lane cross sections that remind me more of the kind of dangerous and uninviting car-first streets constructed in Sunbelt states like Florida and Texas than the excellent human-scaled streets that have traditionally made up much of the street grid of Boston and Cambridge (streets that are admittedly not as effective at handling massive volumes of vehicles, but that's why they work well as streets for people). With the realignment of I-90, we have an opportunity to design the new streets as complete streets and since we're starting from scratch these streets should be scaled to be pedestrian and bike friendly rather than focusing primarily on vehicle capacity and throughput. If these streets are overbuilt for cars, they will only induce further driving and traffic.	See Response to Frequently Received Comment #2.
1994	WM	2	12/11/2019	West Station	A truly multimodal project should invest in more significant accommodations and connections for transit, walking and biking. The following changes to the proposal would greatly enhance the quality of the project: 1. Early construction of West Station with 4 tracks (2 for the Worcester Line, 2 for Grand Junction service to Kendall & North Station)	See Responses to Frequently Received Comments #4, #6 and #7.
1995	WM	3	12/11/2019	Ped/ bike access	2. A safe and attractive pedestrian/bike crossing at Franklin Street connecting North and South Allston rather than the design currently proposed which features several hairpin turns.	See Response to Frequently Received Comment #4.
1996	WM	4	12/11/2019	Agganis Way	3. A footbridge at Agganis Way connecting Allston, Comm Ave and Boston University to the Charles River paths.	See Response to Frequently Received Comment #4.
1997	WM	5	12/11/2019	People's Pike	4. A new buffer park with a "People's Pike" walking and biking path created by moving the train tracks away from Wadsworth Street homes & connecting Allston Village and West Station to the paths on both sides of the River.	See Response to Frequently Received Comment #4.
1998	WM	6	12/11/2019	Bus lane	5. Dedicated bus lanes on new city streets and a relocation of a lane in each direction on the Mass Pike for buses.	See Response to Frequently Received Comment #9.
1999	WM	7	12/11/2019	Trains	6. Worcester Line upgrades for more frequent and reliable service both during and after construction.	See Response to Frequently Received Comment #9.

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2000	WM	8	12/11/2019	Staging	7. Comparison of the construction impacts of building the new highway and Soldiers Field Road all at grade vs. building Soldiers Field on a viaduct above the highway in order to select the option with the lesser impact on the Charles River and the lesser disruption to multimodal travel during construction.	See Response to Frequently Received Comment #3.
2001	WM	9	12/11/2019	Transit mitigation	8. A plan to significantly increase rail and bus services to offset the disruption of construction.	See Response to Frequently Received Comment #9.
2002	WM	10	12/11/2019	climate change	9. Reducing the number of lanes on the Turnpike and Soldiers Field Road to support Go Boston 2030's goals of reducing driving alone and providing a larger buffer between the pedestrian and bicycle paths and motor vehicle traffic. Thank you for taking my comments into consideration	See Response to Frequently Received Comment #11.
2003	WMcA	1	12/12/2019	transit mitigation	Dear Mr. O'Dowd, As someone who has lived in Boston or Cambridge for the last 68 years, I strongly urge that as a part of the NEPA scoping document, MassDOT & FHWA include modeling for enhanced transit. If we don't look at that now, 10 or 15 years from now, when transit will be more essential, we'll be kicking ourselves for not having done it. In particular, please look at including transit service on Grand Junction. I also urge you to consider improved transit on the Worcester/Framingham line and improved transit in the West Station area.	See Responses to Frequently Received Comments #4 and #11.
2004	WP	1	12/12/2019	ped/bike access, greenspace, new park, transit mitigation, West Station,	To the project team: As a longtime resident of Cambridge, and a frequent user of the bike and pedestrian paths along the Charles River, I see significant problems with the I-90 plan as currently proposed. In general, the plan reflects an outmoded approach to regional transportation, favoring automotive over alternate modes. My specific concerns include the following: - Inadequate provision for pedestrians and bikers traveling along the Charles River shoreline, both during and after construction - Insufficient attention to both quantity and quality of green space along the river's edge - Minimal attempts to improve pedestrian access to the river from adjacent residential neighborhoods - Overlooked opportunity to create a new park and multi-use path as a buffer between the Wadsworth Street neighborhood and the train track In addition, to minimize the negative impacts of this project, I support adding commuter rail or bus service during the construction period, accelerating construction of the West Station, and modifying the design to include four tracks, rather than the proposed layup tracks for train storage Finally, in planning for construction, I urge you to respect the natural environment of the river and its shoreline, and to use this project as a once-in-the century opportunity to undo some of the damage done when the roadways were originally put into place.	See Responses to Frequently Received Comments #2, #4, #7 and #9.
2005	WW	1	12/12/2019	shoreline/parkland, Franklin St, Agganis Way, staging, river impacts, West Station, bus lanes, transit mitigation	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As an urban planner, I believe that there are several essential components that the final plan must have: 1. A restored Charles River shoreline and improved parkland and paths along the river's edge. 2. A safer new Franklin Street Footbridge connecting North and South Allston, without the unsafe switchback hairpin turns currently included in design. 3. A footbridge at Agganis Way to connect Allston, Comm Ave, and Boston University to the Charles River paths. 4. An alternative approach to construction or design that does not require relocating Soldiers Field Road into the Charles River for a decade, which would pose serious environmental risks to the river. 5. A new park and multi-use path built as a buffer between the Wadsworth Street neighborhood and the train tracks, instead of current plans for a new train storage rail yard that would decrease the quality of life for those who live near. 6. An accelerated construction of West Station and a design that includes four tracks with no layup tracks for train storage and nothing that limits West Station's train capacity. 7. Dedicated bus lanes on new city streets and the Mass Pike. 8. Additional commuter rail or bus service during the construction period, particularly for the Worcester line of the commuter rail.	See Responses to Frequently Received Comments #1, #2, #4, #7, #8 and #9.

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2006	WZ	1	11/7/2019	Noise Impacts	And I defer first to local folks in with regards to impacts around this project. I've been involved in regional planning oversight at the T and MassPort for quite a few years. As a citizen member of the oversight board I wanted to make a few comments, mostly on the environmental aspects that are being considered. So, I've got them ordered. So, the first one, I just want to make a brief comment, on noise. Noise has been [inaudible] in the US pretty much since the EPA were handcuff many decades ago. But that's not true in rest of the world. And there's an excellent World Health Organization Europe report on noise and it has great guidance on noise impacts and what limits should be considered with regard to the impact on the public and it's easily found Google. It's only a year or two old and it's really a [inaudible]. A lot of systematically [inaudible] cardiovascular impacts, learning disabilities, sleep disturbance. So, I'd urge folks working on the project to look at that now. Now I'm going to switch to air pollution a little bit, which I focused on as an Environmental Epidemiology Scientist working with the research universities here for little over a decade. "the first thing I want to say is that there's a lot of confusion about the difference between regional fine particles which are PM 2.5 and regional ozone and local level fine particles. They are completely different, and the concentration patterns are completely different. I fine particles are regulated, and they have a regional pattern not a local pattern and we've done fairly well at getting them under control. Ultra-fine particles that are not regulated however, and they're measured in billions of a meter instead of millions of a meter that only exist in very high concentrations near large transportation sources that burn petroleum, so, gasoline or diesel. And there are real health effects. We have shown statistically significant relationship between all the fine particles from transportation in the Boston area and bio-marks of cardiovascular. So that science, it's not a regulatory thing, but that is the case. So, I just wanted to bring it up and make sure that people do not confuse those two because they are completely different. And in a footnote to that is that the EPA, a particulate matter integrated science assessment has been on the street for a couple of months. So, this is part of the five-year-old review particulate matter standards. It's a staff produced document very thorough,1,881 pages. They have suggested that ultra-fine particles are likely to be causal from neurological effects. So, if you combine the known cardiovascular relationships and now the more emerging science of the neurological effects, it's something that you really should be considering. So, diesel and gasoline, both generally [inaudible] particles. I assume the commuter rail has been diesel for a long time here. And like Fred I applaud the move to try to get to an electrified commuter rail that is more frequent. It would be spectacular. At the same time, diesel is a problem on both ends of the spectrum. So, it generates [inaudible] particles. Gasoline generates a lot of [inaudible] particles in the winter, not so much as diesel in the summer. But these will also generate bi-carbon. Just to conclude that certainly we here in Boston and others that emphasize walking and biking include locations as possible of electrified trains must be our number one goal for the state. Thank you.	Environmental impacts, including noise and air quality impacts, of a reasonable range of alternatives (see Section 5.4 of the Scoping Summary Report) will be described in the Draft Environmental Impact Statement.
2007	YH	1	12/11/2019	Transit	Dear Mr. Michael O'Dowd, Thank you for the opportunity to provide feedback on the Allston multimodal project. As a resident of this area for the past 12 years, I am ecstatic that DOT is taking on this important project to pursue much-needed infrastructure improvements, and increasing the mobility and connectivity of my neighborhood. I hope you will consider these critical improvements suggested by the Boston Cyclist Union. - Add additional rail and bus service to mitigate travel disruptions. Accelerate the construction of the West St station and add more tracks so that trains can run every 15 minutes (a train once an hour is not sufficient!	See Responses to Frequently Received Comments #4, #7, and #9.
2008	YH	2	12/11/2019	Ped/ bike access	- Change the proposed design of the Franklin Street pedestrian bridge to create a safer and better design, especially for cyclists. This major bike route from Lower Allston, Cambridge, and Somerville to Allston Village, Brookline, and beyond, is structurally deficient and includes 4 hairpin turns!	See Response to Frequently Received Comment #4.
2009	YH	3	12/11/2019	People's Pike	- The People's Pike — a linear park connecting the Franklin St. Footbridge, West Station, and the new Agganis Way Footbridge — must be included in the project. Thank you.	See Response to Frequently Received Comment #4.
2010	YL	1	12/9/2019	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.
2011	YT	1	12/13/19	Staging, River impacts, river users impacts	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.

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2012	YUE	1	12/7/2019	Parkland, ped/ bike access	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. I often drive on and off the Allston exit of I-90 for work and for taking my child to school. I think this interchange project has a great potential to improve traffic and also improve the health of the Charles River, and provide for alternative (non-vehicular) modes of transportation. I would particularly like to see an emphasis on restoring Charles River shoreline and improved parkland and paths along the river's edge; and footbridges that connect the Allston neighborhood and the BU neighborhood to the Charles River paths.	See Responses to Frequently Received Comments #2 and #4.
2013	ZD	1	12/10/2019	West Station, bike/ped access	Dear Allston I-90 Project Team, I am writing to give my comments on MassDOT's current project plan for the Mass Pike Allston Interchange project. As Boston's population increases, our region's car dependency needs to be more aggressively addressed and declined. The congestion produced by only designing once-in-a-generation projects for motor vehicles leaves drivers feeling frustrated and aggressive - putting the rest of us in danger. We must design infrastructure for bike/ped/transit safety as a priority, because we can not trust drivers to act responsibly. Raising a family in Boston proper, we prefer to be able to visit any neighborhood by transit, foot, or bike. But it is not always safe to do so. Please do not miss this opportunity to design for the future by further prioritizing West Station and bike/ped connections between the Charles River and Allston.	See Response to Frequently Received Comment #2.
2014	ZS	1	12/5/2019	River impacts, staging, pollution	Dear Mr. O'Dowd, I'm very concerned with MassDOT's plan to construct a four lane road and bike path in the Charles as part of the Allston Multimodal Project. While MassDOT has said this disruption would be "temporary," 8-10 years will not feel temporary to those who kayak, canoe, row, sail, or fish on the river. Environmental impacts to the river would be significant, including disruption of sediment that may be contaminated with heavy metals and toxic chemicals; increased stormwater runoff leading to more toxic algae blooms; and harm to the aquatic ecosystem, including fish, birds, and wildlife. Many of these impacts would last long beyond construction of the project, and some may cause permanent damage to the river and its ecosystem. I urge you to fully vet alternative approaches to staging and construction that don't harm our iconic river, and fully evaluate the environmental consequences of this project.	See Response to Frequently Received Comment #8.