

From: Andy Breeding
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Monday, December 4, 2017 8:52:07 PM

To Whom it May Concern,

Let me add my voice to those who are advocating for serious public transit improvements as part of this project. AB-1

If we can spend \$1B to replace a viaduct yet refuse to spend \$75m on improving non-car options we are suffering from a sorry lack of vision.

Are we serious about moving away from car centered development or aren't we?

Come on Boston! We can do better than this.

Best Regards,

Andy Breeding
36 Seattle Street
Allston, MA

Sent from my iPhone

From: Austin Grimes
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Monday, December 4, 2017 5:34:57 PM

Mr. Strysky,

As a long time resident of Allston Brighton I urge you to make better choices for our community which is undergoing constant development in recent years. Public transportation is essential to any plan that will help build a sustainable and healthful quality of life for generations to come. Let's do this right! AG-1

Sincerely,
Austin Grimes
39 Lothrop Street, 02135

Sent from my iPad

From: Kevin M. Carragee
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Tuesday, December 5, 2017 6:12:28 PM

Dear Mr. Strysky:

This letter highlights the need to include public transportation options and other elements linked to proper urban design in the first stage of the Mass Turnpike project in Allston.

I am discouraged by reports, including a *Boston Globe* news story, that indicate the first stage of the project will focus exclusively on improvements designed for cars. This is a major mistake, a mistake made repeatedly by American cities and states in the past. These mistakes have had major negative consequences for American cities.

I ask that the first stage of this major initiative involve the planning and construction of a multi-model project. This project should include a commuter rail stop and improved bus services. In addition, the project should focus on improving public access to the Charles River as well as improvements designed for bicyclists and pedestrians. KMC-1 KMC-2

We need to move beyond the failed emphasis in transportation projects on car-focused designs. This emphasis has contributed to the massive traffic delays that now sadly characterize daily commutes to Boston. We especially need to design an urban transportation infrastructure that relies extensively on public transportation. This is especially true in the Allston-Brighton area that is and will experience rapid growth in the future.

We should seize the dramatic opportunity that now confronts us; we should adopt a multi-modal approach, with a particular emphasis on public transportation. An automobile-centric design will squander a wonderful opportunity for designing for the future, rather than the past.

Cordially,

Kevin M. Carragee
58 Cresthill Road
Brighton, MA 02135
kcarragee@suffolk.edu

From: Lisa Smith
To: [Strysky, Alexander \(EEA\)](#)
Cc: [People's Pike](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Tuesday, December 5, 2017 5:12:17 AM

Good day:

Allston needs a transit fix now! With the six new to eight new housing developments already occupied, Everett Street has now become a train of cars. Not to mention all the new housing in the surrounding neighborhoods of Brighton and Watertown who use Allston as a throughway to I90, Storrow Drive, bus routes to the Red Line, etc. Plus, all the complexes and developments in Allston alone are not complete! Brian Honan Apartment Complex is now inundated with extra foot traffic and cars using the driveway as an outlet. I can no longer consider working late without the headache of knowing I will have to sit in traffic on Western Ave, which was not an issue, dear I say, six months prior. Not to mention Cambridge St. Union Square in Allston was crazy, but now it's ridiculous. Trying to maneuver out of the one exit parking lot of Stop & Shop and onto N. Beacon St. to get to Everett St. deters me from going to pick a few things when I come home from work.

Boston needs to become a city of proactive thinkers, rather than reactive. I believe we can do it. We spend more money trying to fix the problem retrospectively. Bike lanes are greatly appreciated, but not all people will bike or bike extended distances, especially with the spike in bike and vehicle accidents. I'm aware Boston needs to grow & the market is prime for growth, but no parking & additional housing must come with answers for commuting. As Harvard University is building as well, more students, housing, traffic, and need for transportation is a requirement in Allston. Implement a solution for what we know is inevitable in the next six months to a year.

It makes sense to complete the station in the first phase to alleviate traffic in the other stages. Don't wait until there's a transportation crisis! We already need this now! LSM-1

The Boston Landing Station was a pacifier and one directional because it is in an undesirable location with inconvenient outlets except for those on Guest St. But the neighbors can use it, too, right? If that elevator becomes inoperable, individuals with disabilities have a very out of the way reroute. But I get it. It's in preparation for the 1000 units on top of Stop & Shop. We are trying to run competition with New York City for the most individuals on a city block (sarcasm). Which will have limited parking but no one in that complex will want a car if they have a commuter train at their doorstep (again, sarcasm). But I digress...

Thank you

Lisa Smith
57 Everett Street
Allston, MA 02134

From: Rebekah Emanuel
To: [Strysky, Alexander \(EEA\)](#)
Subject: Mass Pike comment
Date: Tuesday, December 5, 2017 8:37:49 PM

Hi there,

I wanted to reach out to provide my comments on the MassPike project. As a resident of the area who does not own a car I'm deeply invested in making sure there is investment in the significant expansion of public transportation and biking options. This is both for my own ability to get around and also for the future congestion and quality of life of this part of the city for myself my family and future residents.

With so many more residents planned for the area, including in Imagine Boston 2030, I'm concerned that the current plans do not prioritize enough investment in expanded train and commuter rail access and easy bike accessibility. These are essential to the area being the type of city we want for the future of Boston and the surrounding region. It is key for affordability for people of all backgrounds, and for fostering the entrepreneurial spirit. Train rail and bike transit help increase the sense of community and reduce greenhouse gas emissions.

Please use the rubric of the amount of investment in car transportation vs new future public transportation and biking options. In the current century the latter should far outweigh the former, especially given the increasing densification of our cities.

I ask that you make sure West Station gets built within the next handful of years, and is funded RE-1
enough to ensure that the area can truly live up to its transit oriented development promise. RE-2

Rebekah

--

Rebekah Emanuel
(202) 329-8050

From: [Victoria](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Tuesday, December 05, 2017 6:53:32 AM

Dear Alexander,

Thanks for your email reminders and forum. I or my husband will try to make the meeting tonight.

It seems to me that failure to update our rail transit system, in the midst of rising housing and transportation costs, while Boston is growing, is foolish. Some questions I might pose to the decision makers:

- | | |
|---|------|
| <u>Will it be less expensive to install the West Station Rail later?</u> | VS-1 |
| <u>Will it be easier to install the West Station Rail AFTER the new roads and neighborhoods have been built?</u> | VS-2 |
| <u>Will it be more convenient for future residents of the neighborhood created in the Allston Rail Yards to be totally car dependent?</u> | VS-3 |
| <u>How does lack of a reasonable city rail system affect moderate and low income residents?</u> | VS-4 |
| <u>How are businesses affected by the low luster performance of the MBTA?</u> | VS-5 |
| <u>Do all roads pay for them-selves like the MBTA is expected to?</u> | VS-6 |

I would just like to hear these answers out loud. Not building our city for all people is mean.

Very Best,
Victoria

From: Ben Armstrong
To: [Strycky, Alexander \(EEA\)](#)
Subject: Comment re MassPike Allston Reconstruction
Date: Wednesday, December 6, 2017 10:17:41 AM

Dear Alexander,

I am writing as an Allston resident with concern about MassDOT's plans for the Mass Pike reconstruction in Allston. It is imperative for Allston residents -- and the residents of Boston generally -- that public transit options are included in the reconstruction of the Mass Pike. The traffic in this neighborhood is already problematic and will only get worse if there is not a sizable expansion of public transit. BA-1

I'm sure you know the case, and I just wanted to add my voice to many others who feel like public transit investment is urgent in Allston.

Best wishes,

Ben Armstrong
299 N. Harvard St.
Boston, MA

From: [Louise Johnson](#)
To: [Stryisky, Alexander \(EEA\)](#)
Cc: [Sarah Freeman](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Wednesday, December 06, 2017 3:59:30 PM

I am a Boston resident and I attended the meeting last night about the time table for the Mass Pike Interchange project. I was stunned and appalled to learn that the State feels it is acceptable to wait for the rapid service public transportation portion of the plan until 2045 and at that time MAYBE a plan will be possible.

This is just plain wrong and unacceptable. The public transportation plan should be first on the list not last. Has anyone in MassDOT ever read a planning book written later than 1964. You are working off of the Robert Moses school of transportation. He believed that cities should just keep building more and more roads. Following that school of thought brought to the mess we are in now, ie the more roads you build and the bigger you build them the more cars you will get.

Massachusetts needs to recognize that the goal is to get cars off of the streets and out of the city, not give the cars more room. To get cars off off the streets and out of the city you need to give people affordable and reliable and fast public transportation. It's is not rocket science.

As a person in my 60s, I will be dead by the time your public transportation vision gets even close to being considered and I am sure that most of the people in that room last night won't be far behind. What you presented last night was not urban planning it was urban destruction. Try reading about Jane Jacobs in NYC and learn something of how a city works.

Until the public transportation part of this plan is restored to the first phase of construction I will fight to stop this plan, along with just about everyone I know. I don't think there was one person in that room, supportive of your plan and that should tell you something. Hopefully you are listening.

LJ-1

Louise Johnson
20 Malcolm Rd
Jamaica Plain, MA 02130

From: Rick Holahan
To: [Strysky, Alexander \(EEA\)](#)
Subject: Allston's West Station
Date: Wednesday, December 6, 2017 3:41:56 PM

Hi Mr. Strysky:

Please allow me to voice my STRONG displeasure with Allston's West Station getting deferred or postponed until 2040. The Pike straightening is going to create a new neighborhood in Allston Brighton. Add to this Harvard's \$1bn expansion in Allston? We have a unique opportunity to truly embrace TOD (Transit Oriented Development). It feels like we're getting the Development, but not the Transit. In the grand scheme of a \$1bn project, to give such short shrift to the Commuter Rail station is mindboggling.

I live in Allston Brighton and am vociferously against MassDOT's preliminary decision to postpone West Station's construction and urge it be reconsidered. RH-1

Thank you,
Rick Holahan
617-755-2103
76 Undine Road
Brighton, MA 02135

From: William Paquette
To: [Strycky, Alexander \(EEA\)](#)
Subject: Allston Mass Pike Project
Date: Wednesday, December 6, 2017 11:06:36 AM

Hello MEPA Office,

I am writing in regard to the planned project for the I-90 project in Allston. I am a resident of the area and frequent user of the roads around this project. I am also a person in my early 30s that is planning to settle down in the Allston area, specifically with interest in the new Allston Yards neighborhood that this project will potentially enable.

I am also a user of public transit, cycling and walking. I do not own a car and I do not see that changing anytime soon. While I am excited about the possibilities this project presents, I am severely disappointed to hear that it will focus solely on moving cars and delays construction of much needed public transit in the area. The decision to delay West Station until 2040 is a grave miscalculation by MassDOT and seems to favor institutions like BU and Harvard, who don't want to pony up the money to support this station but will gladly reap the benefits of a \$1 billion project dedicated to moving cars.

I have seen countless projects delayed or poorly implemented in this area because they aren't directly related to moving cars. We sorely lack public transit access in this area, we have poor cycling infrastructure and pedestrians have to cross large stretches of road with signals timed for motorists first, everyone else second. MassDOT is proposing several intersections with 4 to 5 lanes of traffic, this is not designed around multi-use mobility options but instead is all about getting cars to move faster.

I urge the planners of this project to seriously rethink the plans to exclude West Station from the initial I-90 project and listen to community members instead of worrying about the fastest way to move non-residents cars through our neighborhood. I fear that starting this neighborhood without a robust connection to public transit will turn this area into another Seaport and would greatly discourage me from considering settling down in this neighborhood.

Please focus on moving people instead of cars.

-William Paquette
24 Murdock St. Apt 5
Boston, MA 02135

From: ccassa@gmail.com
To: [Strysky, Alexander \(EEA\)](#)
Subject: Comments on the I-90 project
Date: Thursday, December 7, 2017 5:46:04 PM

Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA # 15278
100 Cambridge St Suite 900
Boston MA 02114

Dear Mr. Beaton,

I'm very excited about the the project to straighten I-90 and to reclaim the Allston rail yard. As a resident of East Cambridge who works in Longwood, I hope this project will help build safer connectivity between these two regions. I have three major comments on the project:

I support proposals that can improve bike and pedestrian connectivity between Fenway/Longwood/Cambridge. Ground level reconstruction could include paths overhead that connect major areas more easily than stacked proposals. I do realize that the bridge connection is out of scope for this project, but it would be great to build connectivity directly to the edge of the GJ bridge if possible, to help complete this important connection. CC1-1

Improve transit now, not in 2040: We also must push for transit on day 1, including West Station. This important connection would enable people from many neighborhoods to commute to Longwood, Fenway, and even Kendall Sq. Harvard has already committed to pay, so why aren't we using these funds now to connect the area to top notch transit? CC1-2

Reclaim more river space for the public: I support moving Soldier's Field/Storrow inland, so we can reclaim much more public space in this very tight river trail area. This is one of the most unpleasant areas to bike and run in on the Charles River, and that could be dramatically improved. Highways should not dominate our riverfront. CC1-3

Thank you for your hard work on this project!

Respectfully,

Christopher Cassa
103 Gore St #2, Cambridge, MA 02141

From: Claire Stampfer
To: [Strysky, Alexander \(EEA\)](#)
Cc: hmattison@aol.com
Subject: Re: [BrooklineTMMA] Allston I-90 reconstruction
Date: Sunday, December 10, 2017 4:46:56 PM
Attachments: [image003.jpg](#)
[image002.jpg](#)
[image001.jpg](#)

certainly!

On Fri, Dec 8, 2017 at 12:38 PM, Strysky, Alexander (ENV)
<alexander.strysky@state.ma.us> wrote:

Hi Claire- I could include your email below as part of the record if that's OK.

Alex

Alex Strysky

MEPA Office

[100 Cambridge Street, 9th Floor](#)

[Boston, MA 02114](#)

ph: [\(617\) 626-1025](tel:(617)626-1025)

fx: [\(617\) 626-1181](tel:(617)626-1181)

From: Claire Stampfer [mailto:claire.stampfer@gmail.com]
Sent: Thursday, December 07, 2017 6:07 PM
To: Hugh Mattison
Cc: Strysky, Alexander (EEA)
Subject: Re: [BrooklineTMMA] Allston I-90 reconstruction

great letter, Hugh. is it possible to sign on to it?

On Thu, Dec 7, 2017 at 6:05 PM, hmattison@aol.com [BrooklineTMMA]
<BrooklineTMMA-noreply@yahoogroups.com> wrote:

Dear Secretary Beaton,

A few decades ago, we were faced with a major highway project that would have cut through many of our neighborhoods. Now, MassDOT is in effect proposing a similar scenario; one that ignores neighborhoods and provides a "more efficient" means of getting Downtown. I use the term "efficient" advisedly, since the Mass Pike and Big Dig are clogged daily with traffic that has nowhere to go.

The most disappointing comment by MassDOT is that they intend to defer construction of the West Station until maybe 2040. This was the most urgent request by Allston residents, and it appears that this is being ignored. Why couldn't part of the existing Allston Depot (Regina's Pizza) be used for inbound and a platform for outbound be constructed? The outbound platform would need to be about 15' wide, similar to the Yawkey Station near the Fenway Park. The infrastructure (railroad track) is already in place, and building an interim platform would allow the track to be used almost immediately. This would provide much needed data on commuter usage **before** the I-90 construction starts, have minimal cost, and could be implemented soon. CST-1 CST-2

The sense of urgency is missing, and neighborhood frustration grows. Please put the Allston neighborhood first.

Hugh Mattison, Brookline Town Meeting Member Precinct 5

[209 Pond Ave.](#)

[Brookline, MA 02445](#)

Posted by: hmattison@aol.com

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From: hmattison@aol.com
To: [Strysky, Alexander \(EEA\)](#)
Subject: Allston I-90 reconstruction
Date: Thursday, December 07, 2017 6:05:23 PM

Dear Secretary Beaton,

A few decades ago, we were faced with a major highway project that would have cut through many of our neighborhoods. Now, MassDOT is in effect proposing a similar scenario; one that ignores neighborhoods and provides a "more efficient" means of getting Downtown. I use the term "efficient" advisedly, since the Mass Pike and Big Dig are clogged daily with traffic that has nowhere to go.

The most disappointing comment by MassDOT is that they intend to defer construction of the West Station until maybe 2040. This was the most urgent request by Allston residents, and it appears that this is being ignored. Why couldn't part of the existing Allston Depot (Regina's Pizza) be used for inbound and a platform for outbound be constructed? The outbound platform would need to be about 15' wide, similar to the Yawkey Station near the Fenway Park. The infrastructure (railroad track) is already in place, and building an interim platform would allow the track to be used almost immediately. This would provide much needed data on commuter usage **before** the I-90 construction starts, have minimal cost, and could be implemented soon.

HM1-1

HM1-2

The sense of urgency is missing, and neighborhood frustration grows. Please put the Allston neighborhood first.

Hugh Mattison, Brookline Town Meeting Member Precinct 5
209 Pond Ave.
Brookline, MA 02445

From: Carol hillman
To: [Strysky, Alexander \(EEA\)](#)
Cc: [hugh Mattison](#); [Lynn-Jones, Sean](#)
Subject: Fwd: [BrooklineTMMA] Allston I-90 reconstruction
Date: Friday, December 8, 2017 12:23:18 PM

SEE HM -1 and HM-2

Dear Mr. Strysky:

I heartily endorse Hugh Mattison's letter below. To inflict more traffic on north Brookline, which I represent as a Town Meeting Member, would be unconscionable when rapid transit is so clearly called for and possible.

CH-1

Sincerely yours,

Carol Hillman

TMM Precinct 1, Brookline

----- Forwarded message -----

From: **hmattison@aol.com [BrooklineTMMA]**

<BrooklineTMMA-noreply@yahoogroups.com>

Date: Thu, Dec 7, 2017 at 6:05 PM

Subject: [BrooklineTMMA] Allston I-90 reconstruction

To: alexander.strycky@[state.ma.us](#)

Dear Secretary Beaton,

A few decades ago, we were faced with a major highway project that would have cut through many of our neighborhoods. Now, MassDOT is in effect proposing a similar scenario; one that ignores neighborhoods and provides a "more efficient" means of getting Downtown. I use the term "efficient" advisedly, since the Mass Pike and Big Dig are clogged daily with traffic that has nowhere to go.

The most disappointing comment by MassDOT is that they intend to defer construction of the West Station until maybe 2040. This was the most urgent request by Allston residents, and it appears that this is being ignored. CH-2

Why couldn't part of the existing Allston Depot (Regina's Pizza) be used for inbound and a platform for outbound be constructed? The outbound platform would need to be about 15' wide, similar to the Yawkey Station near the Fenway Park. The infrastructure (railroad track) is already in place, and building an interim platform would allow the track to be used almost immediately. This would provide much needed data on commuter usage **before** the I-90 construction starts, have minimal cost, and could be implemented soon. CH-3

The sense of urgency is missing, and neighborhood frustration grows. Please put the Allston neighborhood first.

Hugh Mattison, Brookline Town Meeting Member Precinct 5

[209 Pond Ave.](#)

[Brookline, MA 02445](#)

Posted by: [hmattison@aol.com](#)

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Carol Hillman

chillman96@gmail.com

287 Kent St.

Brookline, MA 02446

617-513-9384

From: Crispin Weinberg
To: [Strysky, Alexander \(EEA\)](#)
Subject: Allston I-90 Reconstruction Project
Date: Friday, December 8, 2017 3:10:51 PM

Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA No. 15278
100 Cambridge Street, Suite 900, Boston MA 02114
alexander.strysky@state.ma.us

Dear Secretary Beaton:

I am deeply concerned that current planning focuses on Mass Pike reconstruction and is dominated by the needs of automobiles without taking into account the entire transit picture. I ask you to make sure that planning gives equal weight to pedestrian, bicycle, mass transit, and automobiles. Only then can we build a sustainable and livable solution for the next generations. In particular, it would be most important to include the rail station (West Station) as part of the first phase of the project - not some future pipe dream like the North South rail link. CW-1

Other key factors, would be rapid rapid bus routes (not convoluted streets as they are now) and bike path connections to major bike routes such as those along the Charles River. And most important, ample pedestrian access connecting lower Allston with with Allston Village. This neighborhood was torn asunder by the Mass Pike and you now have a golden opportunity to undo some of the damage. Please don't squander it just to make automobile commuting a bit faster and easier. Invest in the future of Boston and the livability of its vibrant neighborhoods! CW-2 CW-3

Thank you,
Crispin B. Weinberg

P.S. I live in Brookline (25 Beals Street, Brookline, MA 02446) and run a business in Allston (Biomedical Modeling Inc., 24 Denby Road, Suite 148, Allston, MA 02143) so the outcome of this project is great interest to me.

From: Jacob Meunier
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Friday, December 8, 2017 3:56:27 PM

Dear Secretary Beaton,

I am writing in regard to the Allston I-90 Interchange Project. I am disappointed in the plan because it fails all of us who live west of downtown Boston and who walk, bike and take transit. This is auto-oriented development at its worst. If you plan for cars, you'll get more cars. Delaying the construction of West Station until 2040 shows a short-sightedness in planning for the future that is beyond comprehension.

I urge you to build West Station NOW. Delaying the station will increase automobile traffic and congestion, especially during the lengthy project construction period which will disrupt traffic on the Mass Pike, Soldiers Field Road and Cambridge Street for years. Build West Station FIRST to help offset some of the effects of this construction. JM-1

I also urge you to rebuild I-90 at ground level, not as an elevated viaduct. The surface option will save taxpayer dollars—yours and mine—which can be better spent improving transit, bike and walking connections to the station. These connections will be facilitated by the ground level option as well. JM-2

My wife and I live in Coolidge Corner, Brookline, a mile from the future West Station. A five-minute bike ride followed by a 10-minute train ride would save my wife half an hour each direction on her daily commute to her office at South Station.

Thank you for your consideration in this matter.

Sincerely,

Jacob Meunier
19 Williams Street
Brookline, MA 02446

From: [Jessica Robertson](#)
To: [Pollack, Stephanie \(DOT\)](#)
Cc: [O'Dowd, Michael \(DOT\)](#); [Gulliver, Jonathan \(DOT\)](#); [Cerbone, James \(DOT\)](#); [Stryksy, Alexander \(EEA\)](#)
Subject: DEIR I-90 Allston Project Workshop and Deadline Extension Request
Date: Friday, December 08, 2017 4:47:30 PM
Attachments: [I-90 Allston DEIR Workshop and Extension Request Task Force and Stakeholders to MassDOT 12 8 17 go.pdf](#)

Dear Secretary Pollack:

Attached please find a letter relative to the DEIR of the I-90 Allston Interchange Project. This letter is signed by fourteen Task Force members and other stakeholders with twenty-one co-signatories in total.

The letter requests: (1) A series of five specific workshops led by MassDOT; and (2) A 45-day extension of the comment period so that Task Force members, stakeholders, and the public have sufficient time to review and meaningfully comment on the DEIR. We share your eagerness to keep the project moving forward expediently, but the volume of new material included in the filing necessitates a closer look than is possible in the standard comment period. TF-1

We ask that you provide us with a response to both requests by close of business Tuesday, December 12, 2017. Please feel to contact me directly at my contact information below.

On behalf of the Task Force members and Stakeholder co-signatories, sincerely,

Jessica Robertson
607-592-3349
jessicabethrobertson@gmail.com

From: Karen Smith
To: [Strycky, Alexander \(EEA\)](#); [Kane, Owen \(MBTA\)](#)
Cc: kevin.honan@mahouse.gov; [Michael Moran](#); [State Senator Will Brownsberger](#); [Mark Ciommo](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Sunday, December 10, 2017 11:07:16 PM

Although I am unable to attend Monday's daytime meeting of the Mass DoT Board the the MBTA's Fiscal Management and Control Board, I do wish to register my concerns about the shortsighted and terrible change in the vision of the MassPike Allston Reconstruction Project. As a long time resident of Allston, I have lived with the poor planning and design decisions of the MassPike extension that were made approximately 50 years ago.. I have welcomed this opportunity to build a solid transportation infrastructure to meet the growing needs of this area. The current infrastructure is truly inadequate, and the repercussions of the approved and proposed development in Allston and Brighton and Cambridge will only exacerbate the current problems. Developments are being approved that will greatly increase local density, and they are approved as "transit oriented developments," but we do not have the transit.

Despite significant public involvement and support for a project that creates a multi-modal transportation plan for the future, the project has been watered down to become a highway rebuilding project that gives Harvard University a much better configuration on its property for massive development. It continues the commuter rail service for western suburbs, but Allston/Brighton is left with extremely limited and inadequate commuter rail access, but we get the layover yards for railcars not in service. No one gets the benefit of the infrastructure to support the growth in Kendall Square, connections between Cambridge and the Longwood area, and the north-south rail connections. As we have seen with the original MassPike extension, the opportunity to create significant change occurs roughly once in lifetime. It is incumbent on the Mass DoT and the MBTA FMCB to take the long view and do this project properly. To claim that this can be done in later phases— by 2045 or so— is preposterous. If the state essentially the commitment to build West Station after 3 years, I cannot believe that commitment to building this in another 25-30 years is even remotely realistic. We need to start West Station at the outset and secure the commitment to the public transportation.

I will leave the technical comments on your modeling and projections for other forums and more knowledgeable transportation experts. However, it does not require technical expertise to observe that some of the statements about demand for the West Station in recent meetings are simply implausible . IT does not take sophisticated economic analysis to see that the negative consequences of this project will be felt disproportionately by the more urban and less affluent local residents. It only requires lived experience in this community and commuting locally to see that any delay in building an adequate public transportation infrastructure is bad for residents and businesses that invest in the adjacent communities.

I urge you to return the proper scope to this project and include the building of West Station at the outset. KSM-1

Karen Smith
70 Athol St.
Allston, MA 02134

From: David Kroop
To: [Strysky, Alexander \(EEA\)](#)
Subject: I-90 Allston Interchange Project
Date: Monday, December 11, 2017 1:04:21 PM

To: Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA No. 15278
100 Cambridge Street, Suite 900
Boston MA 02114

Dear Mr. Beaton:

My name is David Kroop. I live at 27 Osborne Road, Brookline, MA, just a few blocks south of the proposed location of West Station.

I am writing to express my disappointment that Mass DOT is now proposing that the construction of West Station be postponed to 2040.

West Station would be located in a neighborhood that already has sufficient population to support a West Station, even before taking into account all the new residents and workers who will come with the build-out of Harvard's new Allston campus.

The "B" line and the No. 57 bus are already overcrowded at rush hour, with residents at Babcock Street and further in-bound having to let trolleys and buses pass by, because they are too crowded to take on new passengers.

In addition, both the "B" line and the No. 57 bus provide a very slow commute to the Back Bay and South Station. Indeed, when I was working in the Back Bay, I realized that I could get to work as quickly by walking, as opposed to taking the "T."

In addition, the neighborhood is already experiencing traffic congestion. Linden Street in Allston is frequently backed up all the way to Ashford Street, and traffic on Commonwealth Avenue during rush hour slowly crawls along.

Being able to get to the Back Bay and South Station in a matter of 5 to 10 minutes would be a huge economic benefit to residents in my neighborhood.

In addition, providing a convenient way for workers in this area to arrive by train from the Western suburbs would alleviate traffic in this neighborhood, and would allow employers to be more competitive in attracting workers.

I urge you to build West Station in Phase 1 on the I-90 Interchange Project.

DK-1

Sincerely yours,

David Kroop
27 Osborne Road
Brookline, MA 02446

From: jon.puz@gmail.com
To: [Strysky, Alexander \(EEA\)](#)
Subject: Prioritizing West Station and parklands to enable multi-modal transportation
Date: Monday, December 11, 2017 11:08:28 AM

Dear Secretary Beaton,

As a resident of both Massachusetts and Cambridge, I urge you to accelerate the construction JPUZ-1
of West Station and to prioritize parkland along the river. Being able to commute via foot,
bicycle and train are critical for the massive numbers of people who do commute via
automobile.

This comment is instructive:

"West Station should be designed and built in the early stages of this development, and it
should (among other things) become a major bus, rail, and transit-oriented development hub, JPUZ-2
connecting travelers to Cambridge and including a robust bus transit system that could be a JPUZ-3
model for the city and region." - Former State Secretary of Transportation James Aloisi

Thank you for listening to my perspective.

Jon

Jon Puz
22H Fairmont Avenue
Cambridge MA 02139
jon.r.puz@gmail.com

From: Gina Crandell
To: [Strysky, Alexander \(EEA\)](#)
Subject: West Station
Date: Tuesday, December 12, 2017 2:58:08 PM

Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA No. 15278
[100 Cambridge Street, Suite 900](#)
[Boston MA 02114](#)

Dear Secretary Beaton,

I oppose the postponement of the construction of the West Station because it will lead to non-transit oriented development and increased motor traffic as Harvard builds its new Allston campus. GC-1

I support a direct connection for busses and shuttles between Beacon Park Yards, West Station, and Commonwealth Avenue, as this would encourage the development of a new Bus Rapid Transit line that would provide a much faster and more efficient connection between Brookline and Harvard Square. A busses-only bridge would only result in a minute increase in traffic, while greatly reducing transit times for thousands of mass-transit riders by connecting the disparate spokes of our transit system. GC-2

Thank you,
Gina Crandell
117 Stedman Street
Brookline, MA 02446

From: Werner Lohe
To: [Strysky, Alexander \(EEA\)](#)
Cc: [Cerbone, James \(DOT\)](#)
Subject: I-90 Allston Interchange Project
Date: Tuesday, December 12, 2017 9:21:56 PM

To: Matthew Beaton, Secretary, EOEa

Att'n: Alexander.Strysky@state.ma.us

Cc: James.Cerbone@state.ma.us

Gentlemen:

I attended the Brookline joint presentation of the I-90 Allston Interchange Project tonight, and would like to provide my comments for the record.

First, and most important, it is important to build the Boston West rail/transit station/hub in Phase I of the project. Just as estimates for Boston Landing turned out to be too low, it is very likely that demand will exceed your projections. Urban dweller and members of the BU and Harvard communities are increasingly looking at multi-modal options, and this project should provide them. Equally important, the existence or lack of transit will determine how the new neighborhood will be built out and used. Building owners will be required to build more parking if their projects show primarily vehicular access and there is no transit. Failing to provide for transit at the outset runs a serious risk that this neighborhood will never be adequately served by transit. WL-1

Second, I would like to comment on the alternative throat designs, though they are difficult to evaluate since for both 3K-AMP and 3K-ABC, the renderings are inconsistent with the cross-section plans. The renderings show a grassy buffer on the south side of the bike/pedestrian path, which the plans do not. WL-2

Of course, whichever of the three throat options is chosen, everything possible should be done to conserve vehicular and rail space to increase pedestrian and bicycle space and green space along the river. That said, the marginal amount of extra green space provided by throat 3K-HV is of relatively little value. With traffic passing at high speed, this will never feel like a park. In fact, while a green bank looks good in renderings, it is hard to maintain, and the current banks along the Charles River are not pleasing in many locations. More pleasing might be the wall (or quay?) shown in 3K-ABC, with more separation between the path and the highway. The wall (quay) works well on the north side of the Charles River near MIT. WL-3 WL-4

Finally, if necessary, as was suggested at the Brookline Transportation Board hearing tonight, thought should be given to prioritizing cost savings over design if the extra funds will permit building of the Boston West rail/transit station/hub. One way to do that might be to combine elements of the three designs. WL-5

Thank you for your attention.

Werner Lohe

Werner Lohe
Brookline Town Meeting Member
Brookline Conservation Commission
Co-Chair, Selectmen's Climate Action Committee
25 Salisbury Road
Brookline, MA 02445
617-739-0892 (home)

To whom it may concern,

MassDOT's I-90 project is going to transform Allston, with Harvard creating an entire new neighborhood nearly from scratch. As part of this development, following through on West Station as soon as possible is a must. I was dismayed to hear that it is currently not being considered for the first phase of construction. PK-1

Punting West Station to 2040 would be a terrible, terrible dereliction of duty. Public transit is the cornerstone of *any* neighborhood in the city. It's shocking to me that anyone could think of creating this new neighborhood, and making it accessible only by car. Our roads are overstuffed as it is, and this would only make the problem worse.

Instead, this should be an area served by multiple public transit options, including commuter rail and buses. Focus on moving people in and out of the area, rather than just cars, and you'll come to a vastly superior solution. I've lived in Cambridge and Boston for many years, and I want to see things like this project improve our streets, not lead to further gridlock. Please help make that a reality! PK-2

Sincerely,



Paul Kafasis
3 Jackson Ave. #2
Boston, MA 02113

RECEIVED

DEC 13 2017

MEPA

Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office

Alex Strysky, EEA No. 15278

100 Cambridge Street, Suite 900, Boston MA 02114

alexander.strytsky@state.ma.us

RECEIVED

JAN 10 2018

12/15/17

Executive Office of Energy
& Environmental Affairs

Dear Secretary Beaton,

For Greater Boston to grow and thrive in the decades ahead, we need to invest now in better public transit. Harvard wants to develop 75 acres in Allston and others envision thousands more units of housing in Allston. Massive growth is coming to Boston and Cambridge and will further strain further the already over-capacity Mass.Pike.

The Allston I-90 reconstruction project can go one of two ways.

It could be a highway-only project that builds fat, wide new roads that discourage walking and biking and create even more traffic which will impact the surrounding neighborhood streets. Getting on and off the Pike in Allston, which is already bad enough, will get even worse because the existing ramps are replaced with multiple signalized intersections. Driving on the Pike continues to be the only route for commuting from the western suburbs to Cambridge and Boston, making it worse for everyone trying to use the Pike to get to 93, Logan, South Boston, Newton, and beyond. Unfortunately, this is the project's current trajectory.

The other way forward, which I ask you to support, goes like this:

New local streets will have 4 or fewer lanes, reinforcing Boston's reputation as a walking city and making it more bike-friendly. These human-scaled streets will work because transit will be a key component of the project's first phase and fewer people will be driving through Allston.

West Station, perhaps as a less-expensive interim station, is also completed by 2025 in Phase One. West Station's location gives it a much greater regional role than Boston Landing which is great for the nearby Guest Street area but has limited ability to connect with other major areas of housing and employment. West Station connects the Worcester Line suburbs to Cambridge - initially via transfers to the 66 and 64 buses and perhaps someday by rail on the Grand Junction line.

ECL-1

A new street will be built over the highway to create a North Allston-Comm Ave bus connection that makes possible highly-desired bus routes between Porter, Harvard, Allston & West Station, Boston University, Longwood, and Dudley. This north-south bus route makes West Station a true transit hub for thousands of people every day and vastly increases the value of land around it.


ECL-2

How to afford these elements? Rebuild the highway at-grade instead of on an elevated viaduct. Not only will this save millions of dollars, it also allows construction on air-rights above the highway and new footbridge connections from Comm Ave (near St Paul Street) to the Charles River Parklands.

ECL-3

We only get to make choices like this once. Recognizing our desire to reduce greenhouse gas emissions, create a carbon neutral city, meet the goals of the Paris Climate Agreement, and compete globally to be the best city in which to work and live, please decide to invest now in more than just a highway.

Sincerely,



E. Catherine Loul A
43 Columbiast
Brookline, MA 02446

From: [Alan Christ](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: West Station Construction Timeline
Date: Monday, December 18, 2017 5:44:12 PM

Matthew Beaton, Secretary of Energy & Environmental Affairs
c/o Alex Strysky, EEA # 15278
alexander.strysky@state.ma.us
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge St., Suite 900 (9th Floor)
Attn: MEPA Office
Boston MA, 02114

Dear Mr. Beaton & Mr. Strysky,

I am writing to express my strong support for fully funding the construction of the proposed West Station in the first phase of the Mass Pike reconstruction in the Beacon Park Yards area. The proposed station will be the centerpiece of any future transit-oriented development on the site, and the region cannot afford to repeat the mistakes of the Seaport district, where inadequate accommodations for mass-transit and bicycle infrastructure have exacerbated the traffic problems in the area and led to the conception of the area as an auto-dominated zone.

First and foremost, the Beacon Parks Yards development should be viewed as multi-modal from its conception, and this involves ensuring the following:

- | | |
|--|------|
| <!--[if !supportLists]--> 1. <!--[endif]--> <u>West Station will be constructed in the initial phase and designed to accommodate the commuter rail, future light rail, and future BRT.</u> | AC-1 |
| <!--[if !supportLists]--> 2. <!--[endif]--> <u>A new BRT/bicycle/pedestrian bridge will be constructed in the initial phase to connect West Station and Beacon Park Yards to Comm Ave along either Babock, Alcorn, or Malvern Streets.</u> | AC-2 |
| <!--[if !supportLists]--> 3. <!--[endif]--> <u>Accommodations will be made in Phase 1 for the Beacon Park Yards portion of a new BRT line from Harvard Square to Ruggles, to ensure the functionality of West Station as a transfer station.</u> | AC-3 |
| <!--[if !supportLists]--> 4. <!--[endif]--> <u>Accommodations will be made in Phase 1 for a future West Station light rail stop that would connect to Kendall Square via the Grand Junction rail line.</u> | AC-4 |

The incorporation of these features into a Phase 1 West Station design which is constructed concurrently with the new highway will ensure that the new neighborhood is designed to accommodate future mass-transit demand, while serving as the engine for the development of a new neighborhood in the Beacon Park Yards area.

Thank you for your time and consideration, and I hope that the state reconsiders its decision to delay West Station until 2040.

Sincerely,

Alan Christ

Brookline Town Meeting Member, Precinct 4

From: hmattison@aol.com
To: [Stryisky, Alexander \(EEA\)](#)
Subject: Allston I-90 reconstruction
Date: Monday, December 18, 2017 12:03:39 AM

Dear Secretary Beaton,

I have attended 2 community meetings regarding the I-90 reconstruction in Allston. MassDOT claims that their estimate is that only 250 commuters would use the West Station daily. At the same time, they state that their estimate of 160 commuters using Brighton Landing has already been substantially surpassed.

Comments from the audience at both meetings offered the view that the 250 commuter-a-day projection was dubious, and would need verification. HM2-1

A number of years ago, the Green line branch from Kenmore along Brighton Ave./Washington St. through Brighton Center to Watertown was discontinued. The #64 bus route (a local route with many stops between Oak Square and Kenmore) has partially replaced this. There is also an express bus route from Watertown Square to Yawkey/South Station.

To verify the urgent need for public transit to be improved *before* starting the I-90 project, I ask that a new express bus route be started on a trial basis running from Watertown/Oak Square area, stopping near Allston Depot, and continuing on the Mass. Pike to the Copley Square exit. This route would be a hybrid local/express route, would cost little, and could be used as empirical evidence of the current need for efficient public transportation between Brighton and Downtown Boston. HM2-2

Thank you.

Hugh Mattison, Brookline Town Meeting Member Precinct 5
209 Pond Ave.
Brookline, MA 02445



THE LAWRENCE & LILLIAN SOLOMON FOUNDATION

Herbert Nolan | Deputy Director

December 19, 2017

Matthew Beaton, Secretary, EEA
Attn: Alex Strycky, MEPA office
EEA Nol 15278
100 Cambridge Street, 9th Fl
Boston, MA 02114

✓ cc MassDOT Highway Division
Environmental Services Section
Attn: James Cerbone
Ten Park Plaza, room 4260
Boston, MA 02116

RE I-90 Allston Interchange

Dear Secretary Beaton,

Having delivered park projects up and down the Charles River over the years in partnership with the DCR and advocated for an Allston Esplanade, I commend the MassDOT design team on their plan to shift Soldiers Field Road (SFR) back from the river - a major improvement over the original plan. By depressing SFR they have made it possible to access the Allston Esplanade with an at-grade pedestrian connection while accommodating vehicular access on and off SFR - a win/win design move. I can see in the preferred 3K scheme the positive influence of the BSA urban design charrette and the work of the NBBJ team led by Alex Kreiger and Alan Mountjoy. The introduction of Cambridge Street South as an urban spine leading to the river and the human-scaled pattern of blocks, will make for a far more attractive and accessible neighborhood in the future. In my opinion these blocks can support significant heights and density - assuming public transit is made part of the build out.

The landowner of the isolated Beacon yards property, Harvard University, is being handed a tremendous windfall it should be noted. The public infrastructure of bridges, roads, walks and parks will unlock the development value of those 60 acres. To those to whom much is given, much should be expected. It may be decades away but when development finally comes to the Beacon Yards justifying further investment in transit improvements Harvard should help finance those public improvements. Without adequate public transit it will be difficult to achieve the development densities that the site ought to support.

In regards to the "throat area," the quality of the experience for walkers, runners, and cyclists along the river should be a key consideration in choosing an option. Adequate room for trees is essential. The level of noise is a key consideration here as well. More might be done to mitigate noise through the use of low barriers along the roadway to reflect noise away from the river. I would caution against walls on the landward side of the westbound SFR lane which would reflect highway noise *towards* the river path making the pedestrian experience worse.

HN-1
HN-2

Next time a project of this magnitude comes along in a metropolitan setting, MassDOT would be well advised to bring in urban designers at the very beginning of conceptual design and not wait. Rather than complicate and slow things down this could speed things up in the end and add real value.

All my best

Herbert Nolan

From: [Roochnik, David](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: letter for Secretary Beaton
Date: Wednesday, December 20, 2017 1:43:15 PM

Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA No. 15278

Dear Secretary Beaton;

I write to urge you in the strongest possible terms to oppose the postponement of the construction of the West Station. If this project is postponed it will lead to non-transit oriented development and increased motor traffic as Harvard builds its new Allston campus. DRO1-1

In my view, what is needed is a direct connection for busses and shuttles between Beacon Park Yards, West Station, and Commonwealth Avenue. This would encourage the development of a new Bus Rapid Transit line that would provide a much faster and more efficient connection between Brookline and Harvard Square. A bridge dedicated to bus traffic only would result in a minute increase in traffic, while greatly reducing transit times for thousands of mass-transit riders by connecting the disparate spokes of our transit system. DRO1-2

Thank you,
David Roochnik
117 Stedman Street
Brookline, MA 02446

From: [Elizabeth Egan](#)
To: [Strycky, Alexander \(EEA\)](#)
Subject: Public feedback - I90 Interchange/Beacon Yards
Date: Wednesday, December 20, 2017 5:17:58 PM

Dear Secretary Beaton,

I am writing to provide feedback and support of the I90 Interchange Project and hope that you will stand with goal of including multi-modal transportation infrastructure development in the beginning phase of the project.

With this unprecedented opportunity to develop a wide swath of open land, the region can have a significant positive environmental and economic result from thoughtful and comprehensive planning. Beacon Yards will serve as a hub of science and innovation as well as public-private partnerships for Harvard, planing should be looking to the future to support growth and not have non-vehicular access as an add on. Building West Station as part of phase one of the project is imperative.

EEG-1

The Development of the Allston I90 Interchange has the power to change the community for the better. We know that the expansion of public transportation relieves congestion on existing infrastructure, including roadways and other public transportation lines. Additionally, the public health benefits have long term impacts on the overall health of the Commonwealth and have been shown to reduce medical costs.

When we look at the development of the Seaport area and the lack of comprehensive multi-modal transportation planning and the lack of infrastructure to support a thriving economic, social and residential hub, we see a missed opportunity. The silver line is at capacity, parking is at a premium and traffic snarls at every turn. This dense neighborhood is limited by the lack of infrastructure to support movement.

Encouraging public-private and other non-profit partnerships to fund development is nothing new to Allston-Brighton. The Boston Landing development leveraged funding from New Balance to build the station and we are now seeing the positive economic impact of public transportation projects in our community. The area continues to have construction activity and has spurred housing, office space, retail and open space in an area of Allston that was derelict and of limited use to the community. The development of the Second Ave Subway line in New York created over 35,000 jobs, paid millions in wages and has fostered new development projects.

West Station should not be an add on. The true smart development of an integrated multi model will include infrastructure for walking, biking, vehicular highway and street traffic as well as mass transit. We must strive to create a neighborhood that serves as more than just an off ramp.

Elizabeth Egan, MPH, LICSW
Brighton Resident
1726 Commonwealth Ave

From: [Frank Epstein](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: North Brookline; traffic
Date: Wednesday, December 20, 2017 6:45:48 PM

Dear Mr. Strysky, everything I read these days about this project warn of increased traffic on two streets Babcock and Pleasant streets. I wonder what if any alternatives have been explored so as not to increase traffic on these two busy residential streets. thank you for this consideration. frank epstein (Pleasant St)

FE1-1

From: [Louise Johnson](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA No. 15278 - MassDOT I-90 Allston Reconstruction
Date: Wednesday, December 20, 2017 3:22:21 PM

I would just like to express my dismay and anger at the lack of a public transportation option in the Allston /Brighton reconstruction plan that MassDOT presented at their meeting 2 weeks ago.

It is not acceptable to blame a lack of funding on having no public transportation in a major commuting overhaul of the Mass Pike interchange area. It is time to start limiting the cars coming into the city and that means beefing up the public transportation option first.

Go back to the drawing board and take a book out of the library that is newer than the 1960s and the Robert Moses approach to urban planning.

Louise Johnson 20 Malcolm Rd Boston, MA

From: [Cerbone, James \(DOT\)](#)
To: [Stryky, Alexander \(EEA\)](#)
Cc: [Nathaniel Cabral-Curtis](#); [Fobert, Mark](#)
Subject: FW: I-90 Allston DEIR Comment
Date: Wednesday, December 20, 2017 9:14:28 AM

Hi Alex,

See comment below.

Regards,

Jim

From: Nathaniel Cabral-Curtis [<mailto:ncabral-curtis@hshassoc.com>]
Sent: Tuesday, December 19, 2017 3:59 PM
To: Cerbone, James (DOT)
Subject: I-90 Allston DEIR Comment

To share with MEPA. I let him know I would forward it, but to tell his friends to go right to Alex. I shared the address.

Regards & Good Wishes,
-Nate

From: stonebits@gmail.com [<mailto:stonebits@gmail.com>] **On Behalf Of** Rich Ferrante
Sent: Monday, December 18, 2017 5:18 PM
To: Nathaniel Cabral-Curtis
Subject: West station

Just wanted to add my name to those protesting the delay of West Station. Like them, I believe that mass transit should precede development and, like most, I think we should learn from the deficiencies of Seaport.

RF-1

As an Allston resident*, I think that West Station is critical to the future development, not only of Allston, but also the nearby Central and Kendall Square areas of Cambridge.

When I worked at a Pharma in Central Square, one of the biggest concerns potential employees from out of state had about joining us was housing costs. It's no secret that our *in-town* housing costs are very high relative to much of the country. This makes it imperative to facilitate easy commuting from the (relatively) affordable western suburbs if Massachusetts is to continue to grow. Auto commuting times into these areas are abysmal, while the Byzantine trek to Kendall or Central from South Station is barely practical, even in theory. A bus connection at West station to Cambridge, on the other hand would make this commute practical and reasonably pleasant.

Neither the state, nor the region can continue to prosper without being a leader on this. We certainly aren't being a leader if **West Station 2040** is the slogan for our vision of the future.

---rdf

*let me know if you need my address

--

Richard Ferrante

e-mail: ferrante@acm.org