

**From:** Andy Zucker [<mailto:andyzucker@gmail.com>]  
**Sent:** Friday, February 02, 2018 1:07 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [comments@walkboston.org](mailto:comments@walkboston.org)  
**Subject:** Walking and biking paths along Storrow Drive

Dear Mr. Strysky,

There are many walkers and bikers who use the bike path between the Charles River and Storrow Drive. I am one of them. There are some unpleasantly narrow spots along that path.

As plans evolve to improve roads, and untangle the I-90 interchange in Allston, please also improve the situation for walkers and bikers. Paths for them should be widened, especially at narrow points, and the landscaping needs improvement. AZ-1

As plans are developed, the public needs to be given opportunities to comment. AZ-2

Sincerely,

Andy Zucker  
Cambridge, MA

cc: [walkboston.org](http://walkboston.org)

From: David Karger [<mailto:karger@mit.edu>]  
Sent: Friday, February 02, 2018 12:20 AM  
To: Strysky, Alexander (EEA); [comments@walkboston.org](mailto:comments@walkboston.org)  
Subject: I-90 Allston, EEA # 15278

I am writing to support work to improve the "throat" bike/walk path by storrow drive. I bike this path once or twice a week. While much of the esplanade path is a delight for biking, the throat is really unpleasant and even a bit scary. I'd love to see the beauty of the esplanade extended farther west on the river to improve bike and walk connectivity in the city. Please take serious consideration of the interests of bikers and walkers in the Allston interchange project. DKAR-1

Thanks

David Karger

**From:** Earnest Citizen [<mailto:earnestcitizen1776@gmail.com>]  
**Sent:** Friday, February 02, 2018 11:38 AM  
**To:** Strysky, Alexander (EEA)  
**Subject:** Re: MassDOT plan for reconstruction of the Mass Pike in Allston

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

Dear Secretary Beaton,

I'm concerned the MassDOT plan for reconstruction of the Mass Pike in Allston reflects an outdated, auto-centric plan for Massachusetts that will not serve our community, our environment or our economy well.

I urge you to reconsider the Plan to adopt many of the forward-looking proposals put forth by A Better City, walkBoston and The Charles River Conservancy, including:

- |   |         |
|---|---------|
| 1. <u>Build West Station in the first phase of the project.</u>                                 | JCOS2-1 |
| 2. <u>Incorporate foot and bike paths through the entire section of Charles River Parkland.</u> | JCOS2-2 |
| 3. <u>Expand rail service to neighboring stations and the larger region.</u>                    | JCOS2-3 |

Sincerely,  
Jean Costello  
90 Fern Ave  
Amesbury, MA 01913

**From:** Kate Poverman [<mailto:kpoverman@comcast.net>]  
**Sent:** Friday, February 02, 2018 12:05 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** Neil Wishinsky; Nancy Heller; Ben Franco; Benjamin Franco; [hhamilton@brooklinema.gov](mailto:hhamilton@brooklinema.gov)  
**Subject:** Fwd: Allston I-90 Interchange Project

Secretary of Energy and Environmental Affairs

Executive Office of Energy & Environmental Affairs

Attn: Alexander Streaky, MEPA Office

MassDOT Highway Division

Environmental Services Section

Attn: James Cerbone

Re: Allston I-90 Interchange Project

Gentlemen:

As a resident of North Brookline and a Town Meeting Member representing my neighborhood, I must object to the current plans for the I-90 reconstruction. I am concerned about the tsunami of traffic that my neighborhood could experience, especially if north-south vehicular traffic is permitted over a widened Malvern Street and bridge. The DEIR estimates an additional **15,000 to 20,000** vehicle trips per day, a quantity that would seriously endanger the health and safety of North Brookline residents. KPOV-1

The impact on Pleasant Street, Adams Street and Crowninshield Road would be dangerous. My street, Adams Street, lies between the one-way street of Crowninshield Road, and Pleasant Street. Existing problematic traffic will considerable worsen. There are major back- ups at the corner of Pleasant and Commonwealth Avenue, especially during rush hour. Pleasant Street is a narrow street that connects Comm Ave and Beacon Street. Many commuters take it to cut over to the Longwood medical area. It cannot withstand significant increases in traffic cause by the project. One-way Crowninshield, which is just before Pleasant, is illegally used to avoid the light at Comm Ave and Pleasant, sending cars hurtling one-way on a street where a child was severely injured by a wrong-way car several years ago.

The impacts on Brookline has been overlooked by the State. **NO Brookline representative currently has a seat on the table regarding the plans. Further, the project maps do not even show land on the Brookline side of Comm Ave. This is outrageous.** KPOV-2

It is critical that you to consider the extremely negative impact that a major increase in vehicular traffic would have on North Brookline. Specifically, ensure that a Malvern Street bridge will not ever be opened to general vehicular traffic.

Respectfully,

Kate Poverman

39 Adams Street

Brookline MA 02446

Town Meeting Member Precinct 8

**From:** [Linda Helfet](#)  
**To:** [Strysky, Alexander \(EEA\)](#)  
**Subject:** Charles River development project  
**Date:** Friday, February 02, 2018 3:08:33 AM

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I submit herewith 2 votes in favor of the efforts of WALK Boston's proposal for broadening access for Pedestrians and cyclists as is seen in other dynamic world cities ... this is a great opportunity to humanize and make gloriously accessible, the banks of our beautiful river. This is another Olmsted opportunity for Boston. Don't lose it! LH/BH-1

PLEASE LISTEN AND. COLLABORATE WITH THEM FOR THE GOOD OF ALL .

Sincerely,  
Linda Helfet and Bill Hilliker  
Watertown

Cape Town phones: Linda:0797393296, Bill: 0660567912

**From:** Louise Kittredge [<mailto:loukittr43@gmail.com>]  
**Sent:** Friday, February 02, 2018 10:33 AM  
**To:** Strysky, Alexander (EEA)  
**Subject:** I-90 Allston, EEA #15276

Dear Mr. Strysky,

LK-1

Sasaki's 2 proposals presented with WalkBoston and the Charles River Conservancy would change the "throat" area of the riverbank from an unpleasant and somewhat dangerous stretch of bike path into a source of pride for Boston, to be enjoyed by walkers, bikers, and even casual strollers.

The most pressing issue regarding development of the larger area, however, is the need for a comprehensive public transportation plan. A city can't, and shouldn't have to, accommodate auto traffic the way large suburban shopping malls do.

Thanks for your consideration,

Louise Kittredge  
Newtonville, 02460

**From:** Barbara [<mailto:bgolds5555@aol.com>]  
**Sent:** Saturday, February 03, 2018 4:34 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [advocacy@thecharles.org](mailto:advocacy@thecharles.org)  
**Subject:** I-90 Interchange Reconstruction Project

Dear Secretary Beaton,

The reconstruction of the Mass Pike in Allston will define our region for decades to come. There must be major transformations of Massachusetts' transportation system to make it far more climate-friendly, socially equitable, and suited to the 21st century economy, and Allston must show a bold commitment to these changes. Unfortunately, the project as currently proposed in the Draft Environmental Impact Report (DEIR) fails to do so. I therefore ask that you require MassDOT to submit a Supplemental DEIR to address these deficiencies and study the items described below.

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least an 80% reduction by 2050. I appreciate that in 2017 you and MassDOT Secretary Pollack held a series of listening sessions to discuss reducing greenhouse gas emissions from the transportation sector. While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions.

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study. While it is commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, it is unacceptable that MassDOT's Allston DEIR perpetuates out-dated thinking (using valuable acres of urban land for rail layup) while it should instead support better mid-day service, construction of West Station in the first phase, and steps to move forward with passenger service on the Grand Junction.

What the Allston I-90 must do is create a 21st-century network of transit by bus, rail, and bike that also dramatically improves active transportation in the Charles River Parklands. I ask that you require MassDOT to submit a Supplemental DEIR to address these issues:

1. Build West Station with two-track service in the first phase of the project BGO-1
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept BGO-2
3. Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat," for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project. BGO-3
4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage commutes by bike. BGO-4

Sincerely,  
Barbara Goldstein, MD  
9 Nancy Circle  
Canton, MA



02021

**From:** Bill Reyelt [<mailto:william.reyelt@gmail.com>]  
**Sent:** Saturday, February 03, 2018 6:27 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** Claire Stampfer; Clint Richmond; Cynthia Creem; Jeffrey Sanchez  
**Subject:** Brookline Green Caucus - MEPA # 15278 Allston I-90/MassPike inter-change

Dear Secretary Beaton and Mr. Strysky:

I unfortunately missed the deadline for signing on to this letter from members of the Brookline Green Caucus of which I am a member. Nonetheless, I did desire to have my name included as a signatory and wholeheartedly agree with and support these remarks.

I further support the position and proposals that have been put forth by WalkBoston regarding a once-in-a-generation opportunity to expand and enhance the extremely narrow, unpleasant, inequitable and unhealthy "throat" section of the path network along the south side of the Charles River. Without such associated improvements, it would seem that the state is not living up to its own "complete streets" and "green communities" commitments.

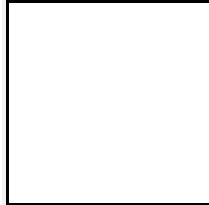
BREY-1

Sincerely,

Bill Reyelt  
Brookline, ma

To MASSDOT:  
Matthew Beaton, Secretary of Energy & Environmental Affairs  
c/o Alex Strysky, EEA # 15278  
[alexander.strysky@state.ma.us](mailto: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,



We write to you in strong support of fully funding the construction of the proposed West Station in the first phase of the Mass Pike reconstruction in the Beacon Park Yards. Simultaneous improvements in access for pedestrian, bicycle and public transport should accompany any major highway improvement such as I-90 in Allston. Traffic all over our region has become increasingly congested and this can result in diminishing economic prospects for us all. Merely improving highway transport will result in more pass through traffic, but will not enrich our region. We need to make it easier for large numbers of people to travel within our metropolitan area so that commutes can be shortened and productivity throughout our region can be increased. We need to improve the availability, efficiency and connectivity of rail and bus service.

West Station should serve as a multi-modal hub. For example, we strongly support new public transit services via West Station joining destination stations such as Longwood, Harvard Square, Kendall Square, and Ruggles. This could include bus rapid transit and light rail along existing corridors. We also strongly support improved access for pedestrians and bicyclists, including safer crosswalks and easier ways to cross large roadways at this location. We encourage you to build on the example set in the residential neighborhoods of Lower Allston which have benefited greatly from the new Boston Landing Rail station where ridership has already exceeded expectations.

We, your neighbors in the Greater Boston Metropolitan Area, will oppose plans that limit our communities to being mere traffic corridors, and will strongly support MASSDOT's efforts to improve the quality of life for all of us who live in this great urban region. We strongly urge you to incorporate pedestrian, bicycle, and public transportation improvements in the first phase of Mass Pike highway improvements. It is time to move beyond 1950's highway solutions and move on to comprehensive mass, pedestrian and bicycle transit for the 21st century. Collectively, this will also help decrease green house gas emissions and increase opportunities for healthful activities in cleaner air in this new neighborhood.

Yours truly,  
Town Meeting Members of Brookline's Green Caucus  
Co-Chairs Claire Stampfer Precinct 5 and Clint Richmond Precinct 6

**From:** Cody Pajic [<mailto:codypajic@gmail.com>]  
**Sent:** Saturday, February 03, 2018 1:12 AM  
**To:** Strysky, Alexander (EEA)  
**Subject:** I-90 Allston, EEA # 15278

Hello Mr. Strysky,

I'm writing, as a lifelong resident of Massachusetts, to express my support for pedestrian- and bike-friendly infrastructure to be incorporated into the upcoming \$1billion MassPike project in Allston.

DOTs have an obligation to build cities in a way that puts people first. When 90% of the roadspace and funding in a major project like this goes to infrastructure that caters to personal vehicles, it's hard to believe that the future of Boston is important to our DOT.

The existing path along the Charles River is narrow, frustrating, unpleasant, and entirely inadequate. Through this project, we can widen the existing path, ideally building two separate paths (one for bicycles and one for pedestrians) separated from vehicular traffic by a rail and trees. The two separate paths are especially important. When cyclists and pedestrians have to share one narrow path, as with much of the rest of the Paul Dudley White path, it creates a startling, unpleasant, and potentially unsafe environment for pedestrians, and an extremely frustrating stop-and-go ride for cyclists.

CPA-1

The Charles River is one of Boston's most important and attractive resources. We're blessed to have it. It's a shame that this beautiful river can't be enjoyed by more people in Allston (as it is on the Esplanade further East) because of a massive highway that primarily serves suburban commuters. What good is it living a half mile South of the River if you can't safely get to it?

Budgets are moral documents, and that applies 100% to projects like this. Does MassDOT exist to move PEOPLE in the most pleasant, environmentally-friendly, people-first way possible? Or does it exist to move CARS in the fastest way possible for the longest distance possible, at the expense of the entire urban experience?

WalkBoston has more [concrete suggestions](#) on their website, and I support all of them fully.

CPA-2

Thank you,

--

Cody Pajic  
[781-608-1236](tel:781-608-1236)  
Boston, MA

**From:** David Leung [<mailto:dcltdw@gmail.com>]  
**Sent:** Saturday, February 03, 2018 9:25 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [advocacy@thecharles.org](mailto:advocacy@thecharles.org)  
**Subject:** improving the Charles River Paths

Dear Secretary Beaton,

The reconstruction of the Mass Pike in Allston will define our region for decades to come. There must be major transformations of Massachusetts' transportation system to make it far more climate-friendly, socially equitable, and suited to the 21st century economy, and Allston must show a bold commitment to these changes. Unfortunately, the project as currently proposed in the Draft Environmental Impact Report (DEIR) fails to do so. I therefore ask that you require MassDOT to submit a Supplemental DEIR to address these deficiencies and study the items described below.

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least an 80% reduction by 2050. I appreciate that in 2017 you and MassDOT Secretary Pollack held a series of listening sessions to discuss reducing greenhouse gas emissions from the transportation sector. While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions. DLE-1

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study. While it is commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, it is unacceptable that MassDOT's Allston DEIR perpetuates out-dated thinking (using valuable acres of urban land for rail layup) while it should instead support better mid-day service, construction of West Station in the first phase, and steps to move forward with passenger service on the Grand Junction. DLE-2 DLE 3-5

What the Allston I-90 must do is create a 21st-century network of transit by bus, rail, and bike that also dramatically improves active transportation in the Charles River Parklands. I ask that you require MassDOT to submit a Supplemental DEIR to address these issues:

1. Build West Station with two-track service in the first phase of the project DLE-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept DLE-7
3. Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat," for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project. DLE-8 DLE-9
4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further DLE -10

encourage commutes by bike.

5. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. DLE-11

6. Introduce new North-South bus routes that cross over the highway and connect North Allston and Commonwealth Ave, and by extension Harvard Square and Longwood. DLE-12

7. Fully evaluate the possibility of shifting the rail lines away from the abutting homes and creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River. A simple barrier wall is insufficient mitigation DLE-13

for the Environmental Justice community that is so heavily burdened by the air pollution, noise pollution, and vibration impacts of the highway and rail. DLE-14

8. Study how to upgrade the Grand Junction railroad linking West Station, Kendall Sq. and North Station, and enhance the Grand Junction Bridge to become a walk/bike connection between the Charles River parkland in Cambridge and Boston. DLE-15

9. Evaluate increasing off-peak commuter rail service between Worcester and Boston-obviating the need to build a layover area to store idle trains in Allston. DLE-16

Sincerely,  
David Leung  
60 Winslow Ave  
Somerville, MA 02144

**From:** Jan Devereux [<mailto:jan.devereux@gmail.com>]  
**Sent:** Saturday, February 03, 2018 9:07 AM  
**To:** Strysky, Alexander (EEA)  
**Subject:** I-90 Interchange DEIR comments

To Secretary Beaton:

As Vice Mayor of Cambridge I voted last week to support the [detailed comments](#) submitted by our Community Representative to the I-90 Interchange project, former Cambridge Mayor Henrietta Davis. JDEV-1

I would like to add my personal request to widen the bike and pedestrian path along the narrowest section of the project known as "The Throat." The 8-foot path proposed is too narrow and too close to Soldier's Field Road to accommodate the anticipated and desired volume of users comfortably and safely. JDEV-2

I urge MassDOT to "unchoke the throat" as suggested by the design concepts put forward by Walk Boston and the Charles River Conservancy with Sasaki architects. A master plan for the riverfront that includes attractive and direct ped/bike connections from the new street grid and transit hub in Allston to and across the Charles River to Kendall Square and Cambridgeport is absolutely crucial to the success of this project. JDEV-3

Please do not miss this historic opportunity to create new parkland and pathways along the river.

Sincerely,

Jan Devereux  
255 Lakeview Ave.

Cambridge, MA 02138



**From:** lois levin [<mailto:loisalevin@gmail.com>]  
**Sent:** Saturday, February 03, 2018 12:23 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [advocacy@thecharles.org](mailto:advocacy@thecharles.org)  
**Subject:** I-90 Improvement Project

Dear Secretary Beaton,

Reconstruction of the Mass Pike in Allston will define our region for decades to come. We are in need of major transformations of Massachusetts' transportation system to make it truly climate-friendly, socially equitable, and suited to the 21st century economy. The project as currently proposed in the Draft Environmental Impact Report (DEIR) fails to do this. I hope you will require MassDOT to submit a Supplemental DEIR to address the deficiencies.

Under the Global Warming Solutions Act, the Commonwealth must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and achieve at least an 80% reduction by 2050. In 2017 you and MassDOT Secretary Pollack held listening sessions to discuss reducing greenhouse gas emissions from the transportation sector; the Allston DEIR is a step in the right direction, but it recreates an outdated 20th- LL-1  
century car-centered transportation system that will not achieve the needed emissions reduction and is  
inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans as well as the Boston LL-2  
Planning and Redevelopment Agency's I-90 Allston Placemaking Study. It's commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, but MassDOT's Allston DEIR perpetuates out-dated thinking, while using valuable acres of urban land for rail layup.

Allston I-90 could and should create a 21st-century network of transit by bus, rail, and bike that dramatically improves active transportation in the Charles River Parklands. On behalf of Bike Newton, a group with well over 1600 members who are concerned with making walking, biking and transit safer and more convenient, I'm asking you to require MassDOT to submit a Supplemental DEIR to:

1. Build West Station with two-track service in the first phase of the project LL-3
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept LL-4
3. Study how to create separate paths for biking and walking in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat," considering all viaduct and at-grade options. This should include consideration of a boardwalk (during construction and also as a permanent structure), the use of fill, and determining how to mitigate impacts on the river by restoring the degraded bank into a "living shoreline" of native vegetation. Consider how this can be done as part of the I-90 project and subsequently. LL-5  
LL-6
4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage bicycle commuting. LL-7

In addition, consider the following:

5. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. LL-8

6. Introduce new North-South bus routes that cross over the highway and connect North Allston and Commonwealth Ave, and by extension Harvard Square and Longwood. LL-9
7. Fully evaluate the possibility of shifting the rail lines away from the abutting homes and creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River. A barrier wall is insufficient mitigation for a community heavily LL-10  
burdened by air and noise pollution and constant vibration from highway and rail. LL-11
8. Study how to upgrade the Grand Junction railroad linking West Station, Kendall Sq. and North Station, and enhance the Grand Junction Bridge to create a pedestrian and bicycling connection between the Charles River parkland in Cambridge and Boston. LL-12
9. Evaluate increasing off-peak commuter rail service between Worcester and Boston, which would obviate the need to build a layover area in Allston to store idle trains. LL-13

Sincerely,

Lois A Levin,  
Founder of Bike Newton, Inc.  
497 Chestnut St.  
Waban, MA 02468

**From:** Michele Sprengnether [<mailto:spreng2@comcast.net>]  
**Sent:** Saturday, February 03, 2018 8:59 AM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [council@Cambridgema.gov](mailto:council@Cambridgema.gov)  
**Subject:** re: Allston I-90 improvement project

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

Dear Mr. Strysky and Secretary Beaton,

I support the advocacy of the Charles River Conservancy, WalkBoston and others for

- 1) construction of the West Commuter Station immediately (not 2040!), MSP-1
- 2) the North Allston-Comm. Ave. bus route MSP-2
- 3) the at-grade Mass Pike that makes the Charles River accessible for the Boston University Campus and its neighbors, and MSP-3
- 4) an enhanced riverside pedestrian and bike path throughout the narrowest "throat" section near Boston University. MSP-4

In addition, I would advocate that reducing air pollution exposure be included in the design and decision making process. MSP-5

Please don't make the same mistakes that have been made in the past. There were promises of transit enhancements during the Big Dig project that never happened: the blue-red line connector, extension of the blue line to Lynn, extension of the green line to Somerville. Only a tiny piece of this plan is starting to happen now, years later. When I hear the year 2040, to me, that would mean that the West Station isn't going to happen.

This past fall I was searching for a way for a local school group near BU to sample water along the Charles River for a science class. It was a fool's errand. I was struck by how sad it was that this densely populated neighborhood, a large area of the BU campus, Allston and Brookline, is blocked off from their river, requiring an hour's walk or more to reach the river's edge even though the river is just across the Mass Turnpike. New York City planners have been opening up access to the water all around Manhattan, and residents have taken full advantage of the tremendous benefits. I hope that similar planning and access can happen for this Boston neighborhood.

Finally, I hope that you will incorporate the findings of Doug Brugge at Tufts University and the Community Assessment of Freeway Exposure and Health (<http://sites.tufts.edu/cafeh/>). How will these different designs impact air pollution exposure? Is there a way to further reduce exposure to harmful pollutants? When I bike through the throat along Storrow Drive now, how badly am I harming my health due to the exposure to car exhaust? Will it be worse for bikers in these new designs, due to added diesel exhaust of trucks? MSP-5 con't

Thank you for your consideration of these important factors. Please use this as an opportunity for

enhancements to the neighborhoods and all modes of transportation.

Sincerely,  
Michele Sprengnether  
31 Chilton St.  
Cambridge, MA 02138

From: RICHARD BOCK [<mailto:bocksound@me.com>]

Sent: Saturday, February 03, 2018 9:48 AM

To: Strysky, Alexander (EEA)

Cc: Cerbone, James (DOT)

Subject: Comments on I90 project for Allston

Dear Secretary Beaton:

I am writing in support of all the points contained in Henrietta Davis's letter (attached) regarding the I90 project in Allston. In addition, I would like to emphasize two of them. First, noise from the present turnpike in the "throat" area is unacceptably loud and any future rebuild of the turnpike should reduce the noise heard in Cambridge. Second, the space allotted the Paul Dudley White pedestrian and bike path in all three throat options is too small. The highways (Turnpike and Soldiers Field Road) should be made as narrow as possible to increase the space available for this important riverside path. I was surprised to see in the DEIR that a highway viaduct option (HV-4, cross section view from DEIR attached), ultimately rejected, actually created 20 more feet of right of way for the Paul Dudley White path. HV-4 should be reconsidered as should limiting the turnpike to 6 lanes through this narrow area.

RB-1 see HD

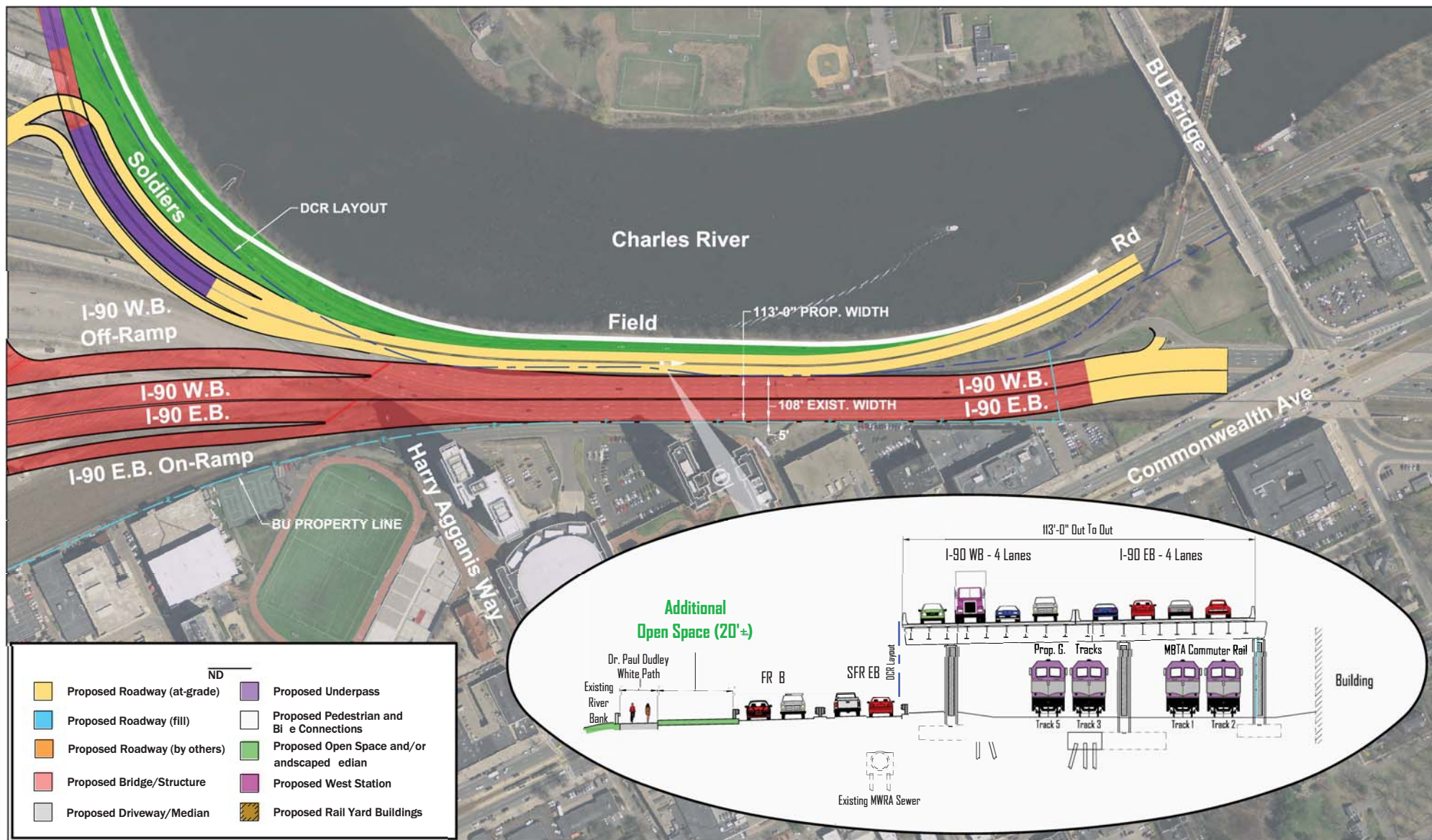
RB-2

RB-3

Thank you for your consideration,

Richard Bock  
120 Chestnut St.  
Cambridge, MA. 02139

Sent from my iPad



I-90 Allston Interchange project  
Draft Environmental Impact report

**Highway Viaduct Concept 3K  
Option HV-4**

**FIGURE  
3.3-4**

**From:** Stephen Paul Linder [<mailto:stephen.linder@gmail.com>]  
**Sent:** Saturday, February 03, 2018 7:06 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [advocacy@thecharles.org](mailto:advocacy@thecharles.org)  
**Subject:** Reconstruction of the Mass Pike in Allston

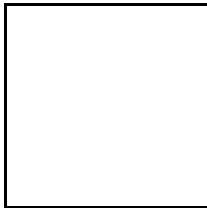
Dear Secretary Beaton,

I have been running and biking along the Charles since the 1970s. The section of paths along the Mass Pike always have been my least favorite part of the river. The narrow path is unsafe because of the congestion and air pollution. I always worried about being hit by a car or being knocked into traffic.

I support the Charles River Conservancy to improve pedestrian and cycling access to the river. I would like to add to their request. A green sound wall or berm is need to block the noise and air pollution from the path. Here is an example.

SLIN-1

SLIN-2&3



Sincerely,

Dr. Stephen Linder

136 Grove St

Medford, MA



**From:** Steven Atlas [<mailto:sjatlas@comcast.net>]  
**Sent:** Saturday, February 03, 2018 5:29 PM  
**To:** Strysky, Alexander (EEA)  
**Cc:** [advocacy@thecharles.org](mailto:advocacy@thecharles.org)  
**Subject:** Unchoke the throat along the Charles Rive

Dear Secretary Beaton,

The reconstruction of the Mass Pike in Allston is much more than a transportation opportunity. It is also a way to reconnect the public with the Charles River for Boston area residents and for visitors from Massachusetts and throughout the country and world.

As someone who enjoys biking with his family in summer, the dangerous, narrow path along Storrow Drive in Allston has always been a major detraction for families wishes to exercise and enjoy the urban parkland. I wouldn't take my daughters along that path until they were older because it was too narrow. Unfortunately, the project as currently proposed in the Draft Environmental Impact Report (DEIR) fails to take advantage of this opportunity to not only serve transportation needs, but also the health, wellbeing and quality of life of our urban environment. I therefore ask that you require MassDOT to submit a Supplemental DEIR to address these deficiencies and study the items described below.

I support proposals to create a 21st-century network of transit by bus, rail, and bike that also dramatically improves active transportation in the Charles River Parklands. I ask that you require MassDOT to submit a Supplemental DEIR to address these issues:

1. Build West Station with two-track service in the first phase of the project
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept
3. Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat," for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project.
4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage commutes by bike.

Sincerely yours,

Steven Atlas

25 Dana Street Cambridge MA 02138



[satlas@comcast.net](mailto:satlas@comcast.net)

**From:** Virginia Foote [<mailto:gfoote28@gmail.com>]

**Sent:** Saturday, February 03, 2018 7:05 AM

**To:** Strysky, Alexander (EEA)

**Subject:** Comments for the I-90 project -- please push for more green space and multimodal transit

Secretary Matthew Beaton,  
Executive Office of Energy and Environmental Affairs, Attn: MEPA Office  
Alexander Strysky, EEA#15278  
[100 Cambridge St., #900, Boston MA 02114](mailto:alexander.strysky@state.ma.us)  
[alexander.strysky@state.ma.us](mailto:alexander.strysky@state.ma.us)

Dear Secretary Beaton,

I am writing to you as a director/adviser/supporter of the Charles River Conservancy and avid parkland supporter. This I 90 project has to do much more than replace a crumbling highway, this project must also address multi modal transportation and the creation of new green spaces. Both these complements were short changed during the planning of the new Seaport district. We can and must do better in Allston.

The reconstruction of the Mass Pike in Allston will define our region for decades to come. There must be major transformations of Massachusetts' transportation system to make it far more climate-friendly, socially equitable, and suited to the 21st century economy, and Allston must show a bold commitment to these changes. Unfortunately, the project as currently proposed in the Draft Environmental Impact Report (DEIR) fails to do so. I therefore ask that you require MassDOT to submit a Supplemental DEIR to address these deficiencies and study the items described below.

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least an 80% reduction by 2050. I appreciate that in 2017 you and MassDOT Secretary Pollack held a series of listening sessions to discuss reducing greenhouse gas emissions from the transportation sector. While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions. VF2-1

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study. While it is commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, it is unacceptable that MassDOT's Allston DEIR perpetuates out-dating thinking (using valuable acres of urban land for rail layup) while it should instead support better mid-day service, construction of West Station in the first phase, and steps to move forward with passenger service on the Grand Junction. VF2-2 VF3-5

What the Allston I-90 must do is create a 21st-century network of transit by bus, rail, and bike that also dramatically improves active transportation in the Charles River Parklands. I ask that you require MassDOT to submit a Supplemental DEIR to address these issues:

1. Build West Station with two-track service in the first phase of the project
  2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept
  3. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking.
  4. Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat", for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project.
  5. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage commutes by bike.
- VF2 6-14

6. Introduce new North-South bus routes that cross over the highway and connect North Allston and Commonwealth Ave, and by extension Harvard Square and Longwood.
7. Fully evaluate the possibility of shifting the rail lines away from the abutting homes and creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River. A simple barrier wall is insufficient mitigation for the Environmental Justice community that is so heavily burdened by the air pollution, noise pollution, and vibration impacts of the highway and rail.
8. Study how to upgrade the Grand Junction railroad linking West Station, Kendall Sq. and North Station, and enhance the Grand Junction Bridge to become a walk/bike connection between the Charles River parkland in Cambridge and Boston.
9. Evaluate increasing off-peak commuter rail service between Worcester and Boston—obviating the need to build a layover area to store idle trains in Allston.

Sincerely,

**Virginia Foote**  
**26 Dana Street**  
**Cambridge, MA 02138**  
**[gfoote28@gmail.com](mailto:gfoote28@gmail.com)**  
**(617) 480-3607 (c)**

**From:** Virginia LaPlante [<mailto:vlaplante30@yahoo.com>]

**Sent:** Saturday, February 03, 2018 10:37 AM

**To:** Strysky, Alexander (EEA)

**Cc:** Claire Stampfer; Clint Richmond

**Subject:** Full funding of West Station

VWL-1

I totally agree with the letter sent to you last Thursday by other Brookline Town Meeting Members in the Green Caucus, on the subject of fully funding the West Station (I saw the letter too late to add my name at the time).

Thank you,  
Virginia W. LaPlante  
TMM Precinct 6

February 3, 2018

Matthew Beaton, Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs  
Attn: Alex Stryisky, MEPA Office  
EEA No. 15278  
100 Cambridge Street, 9th floor  
Boston, MA 02114

RECEIVED  
FEB 8 2018  
MEPA

Dear Mr. Stryisky:

I am writing to express my concern that plans for the Allston I-90 interchange include the possibility that 15,000 to 20,000 cars and busses per day may travel onto Commonwealth Avenue via Malvern St. or Babcock St. near Packard's Corner. I have attended three presentations by your consultant group in Brookline and Cambridge, and note that your maps are detailed only as far as Commonwealth Avenue, and do not foresee the impact that your designs will have on the neighborhood south of that.

The North Brookline neighborhood cannot handle the torrent of traffic that will flood our streets if busses, shuttles and cars are able to travel over a Malvern Street bridge to Packard's Corner or, via Ashford or Gardner Streets, to Babcock Street and onto our residential streets. Changes made to Commonwealth Avenue between the B.U. Bridge and Packard's Corner have already made traffic terrible, and the additional vehicles cutting into our neighborhood will make it unsafe for all residents, including pedestrians, seniors, bikers and for children using Babcock St. to go to their school. I also doubt that the DEIR has considered the environmental impact of so much vehicular traffic emissions in our dense area. YR-1 YR-2

Please reject any plan that allows so much additional traffic into an already stressed neighborhood. Thank you for considering our concerns.

Sincerely,

*Yolanda M. Rodriguez*  
Yolanda M. Rodriguez  
22 Osborne Road  
Brookline, MA 02446

cc: James Cerbone  
MassDOT Highway Division