



MICHELLE WU
BOSTON CITY COUNCIL

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

February 5, 2018

Dear Secretary Beaton,

I am writing to you in my formal capacity as a Boston City Councilor At-Large and Chair of the City Council's Committee on Planning, Development, and Transportation; as well as an Advisory Board member of the Charles River Conservancy and supporter of smart transportation and open space. The I-90 Allston Interchange project will shape the future of Boston and the metro region, and will influence economic development, housing, air and water quality, and the landscape for generations to come. The Commonwealth should prioritize making public transit-oriented, climate-ready and equitable decisions to seize this tremendous opportunity. The Draft Environmental Impact Report does not reflect the needs of the community or commitments that the Commonwealth and the City have made regarding climate change and transportation.

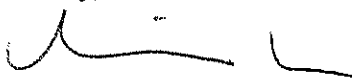
As you know, the Commonwealth of Massachusetts committed to cutting its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least 80% by 2050; the City of Boston has similar goals to reduce GHG emissions by 25% in 2020 and to achieve carbon-neutrality by 2050. Since transportation accounts for 30% of GHG emissions in Boston, it is not only unacceptable for the transportation and economic mobility of our residents to delay West Station until 2040, but also counterproductive to the Commonwealth's and the City's goals to reduce emissions in the near term. I am also concerned that while MassDOT has the ability to incorporate changes that would further reduce carbon emissions and support walkability and open space near the Charles River, but the Allston DEIR does not prioritize this.

While the Allston DEIR is an improvement, it does not consider a carbon-free future that encourages public transportation, biking and walking infrastructure. 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, not in 2040. MW-BCC-1
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept MW-BCC-2
3. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. MW-BCC-3
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. MW-BCC-4
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. MW-BCC-5
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. MW-BCC-6
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. MW-BCC-7
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. MW-BCC-8
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. MW-BCC-9
10. Include a bypass road for access to the Pike, proposed by Boston Transportation Department, to mitigate traffic on Cambridge Street and allow the neighborhood to access the Charles River. MW-BCC-10

Thank you very much for your consideration.

Sincerely,



Michelle Wu
Boston City Councilor At-Large

02.02.18

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

cc: MassDOT Highway Division
Environmental Services Section
Attn: James Cerbone
10 Park Plaza, Room 4260
Boston, MA 02116

Dear Secretary Beaton:

We urge MassDOT to make public transportation a priority in the redevelopment of the Beacon Yards and the relocation of the Massachusetts Turnpike. Building West Station with connectivity for buses should be part of the initial development of this important site, not deferred to a future stage of the project. NEVC-1

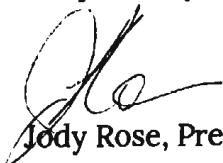
Among the startups and investors that fuel the innovation economy in Massachusetts, better transportation is essential to attracting talent and capital investment. It is also a clear priority for companies exploring MA as the site for new offices and headquarters. Public transit and active transportation cannot be delayed if our region is to be economically competitive.

Across the state, it is abundantly clear that we have not adequately planned public transportation to meet today's needs. The economic benefits of good public transit dwarf the public investments required - we can't afford to make the same mistakes again.

The New England Venture Capital Association's members are concerned about public transportation as it pertains to the changing climate, population equity, and both regional attractiveness and effectiveness. An accessible West Station touches all these concerns.

On behalf of the 80+ NEVCA member firms, we urge that West Station, with future-ready bus, bicycle, and pedestrian connections, be part of the initial design.

Respectfully,



Jody Rose, President

New England Venture Capital Association

From: Pamela McLemore [<mailto:pamelamclemore@aol.com>]
Sent: Monday, February 05, 2018 4:08 PM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org; Wayne Welke; Pamela McLemore
Subject: I-90 Allston, EEA # 15278

Dear Alexander,

I am both excited about and worried about the

Allston I-90 Interchange Project.

The Project will do many good things for the city, but it is important that everyone does not simply focus on automobiles. In this lovely small and busy city there are many, many pedestrians and bicyclists whose lives are often times in peril due to lack of full focus on ALL issues of getting around in the city. We live here because it is small and one does not have to have a car to do everything, as is the case in many, many American towns and cities. The need for safe, well lit walking and biking as well as increased public transportation options is more important now than ever.

And it is exciting when there is a new project that from the start can adopt a fuller vision of sharing the road and beautifying the area.

The work of WalkBoston and Zero Vision acceptance of Boston, Somerville and Cambridge, perhaps amongst others, speaks loudly that the general public, politicians and city governments are becoming more and more aware that there is the need to share the road safely for all to provide as much public transportation as possible to reduce automobile congestion.

I totally support the summary below.

A \$1 BILLION DOLLAR TRANSPORTATION PROJECT MUST DO MORE THAN MOVE CARS

- Regional rail and crosstown bus connections are essential. PMC-1
- People must have walking and biking access to the river and across the project area. PMC-2
- Charles River paths must be safe and separated for walkers/runners/cyclists. PMC-3

Sincerely,
Pamela McLemore

[Pamela and Calvin McLemore](#)

17 Shea Rd.
Cambridge, MA 02140
Tel. 617-441-4094
e-mail: pamelamclemore@aol.com

From: Sam Ghilardi [<mailto:samghilardi@gmail.com>]
Sent: Monday, February 05, 2018 12:59 PM
To: Strysky, Alexander (EEA)
Subject: EEA#15278

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

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. SGH-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 layout) 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. SGH-2
SGH 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:

SGH 6-14

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.
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,

Sam Ghilardi

46 Aldrich Rd

Unit B

Watertown, MA 02472

From: Seib, Jacob [mailto:jacob_seib@alumni.brown.edu]
Sent: Monday, February 05, 2018 1:54 PM
To: Strysky, Alexander (EEA)
Subject: Comments on the DEIR

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

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. JS-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. JS-2 JS-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 JS-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept JS-7
3. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. JS-8
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, JS-9

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. JS-10

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. JS-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. JS-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. JS-13
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. JS-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. JS-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. JS-16

I would like to emphasize that issues 1, 2, and 6 of the above list are particularly important, both to me and my community. A supplemental DEIR is absolutely essential to address these issues, otherwise there is no point in continuing with the reconstruction.

Sincerely,

Jacob Seib

21 Imrie Road
Apartment 2
Allston, MA 02134

From: Bart Lloyd [<mailto:blloyd@poah.org>]
Sent: Tuesday, February 06, 2018 7:09 AM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: Bike lanes in Mass Pike Redevelopment Plans

I have been biking to downtown Boston from Newton, along the river and bike path, for 20 years.

I have been very pleased to see the # of riders doing the same commute grow dramatically during that time: which I take to be the product of both more awareness, of available bike lanes, and of having shower facilities at work specifically created to encourage and promote bike commuting.

These are all very important improvements to our health, culture and environment. It is essential that any plans for the redevelopment both complements existing efforts, and in fact adds to the likelihood that people will make the healthy, environmentally responsible decision to bike to work.

Just as energy companies are charged with mitigating energy demand as a responsible element of the overall energy scheme, so too the Mass Pike redevelopment should be charged with increasing the likelihood that commuters will make better and more healthy choices.

Thank you.

Bart



W. Bart Lloyd | Managing Director, Acquisitions and General Counsel
Preservation of Affordable Housing, Inc.
blloyd@poah.org | T: 617 449 0866 | F: 617 261 6661
40 Court Street, Suite 700 | Boston MA 02108
www.poah.org | [Newsletter](#) | [Twitter](#) | [LinkedIn](#) | [Facebook](#)

From: Benjamin Berkowitz [<mailto:benjaminhberkowitz@gmail.com>]

Sent: Tuesday, February 06, 2018 9:43 PM

To: Cerbone, James (DOT); Stryky, Alexander (EEA)

Subject: Opposed to Malvern Street Vehicular Bridge

One of the Alternatives proposed for the new I-90 Mass Pike Interchange will send 15,000 to 20,000 additional cars across a new Malvern Street Bridge into North Brookline onto Babcock, Pleasant and St. Paul Streets on their way to the Longwood Medical Area and other points south.

BBER-1

I am very concerned about the greatly increased traffic on local neighborhood streets, in a dense residential neighborhood with a large number of elderly and school-age pedestrians and many cyclists.

I oppose vehicular access via a widened Malvern Street bridge or any plan that would send additional traffic on to the already crowded streets of Brookline and am shocked to have learned that there was no Brookline representation on the planning committee for this years long process. given the impacts it will have to this area.

BBER-2

Thank you for taking this into consideration.

Benjamin Berkowitz

27 James Street Brookline MA 02446

Moving to Babcock Street April 2018

Cambridge Plant & Garden Club

February 6, 2018

Secretary Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Commonwealth of Massachusetts
100 Cambridge St., Suite 900
Boston, MA 02114

Attention: MEPA Office
Alex Strysky, EEA #15278

Dear Secretary Beaton:

I am writing this letter on behalf of the members of the Cambridge Plant & Garden Club to express comments regarding MassDOT's Draft Environmental Impact Report (DEIR) for the Allston I-90 Interchange Improvement Project.

We have summarized in an addendum a synopsis of the club's tradition of collaborative civic work and interest in Magazine Beach Park to emphasize that our comments on the Allston I-90 DEIR are based on sustained attention and study.

We support former Cambridge Mayor Henrietta Davis's requests for action or further study contained in her letter of January 24, 2018. While the project began as a viaduct redesign, it will deeply affect communities on both sides of the Charles River.

This letter adds some comments to Mayor Davis's points:

1. Transit/Multimodal Planning – The project is an opportunity to develop an alternative to a car-centric plan. West Station planning (with transit connections to Kendall Square, North Station, the Longwood Medical Area) should be incorporated in the I-90 design in advance of development rather than after the fact. CPGC-1
2. River Street Bridge Exit from Soldiers Field Road – Maintain a right turn exit ramp from Soldiers Field Road at the River Street Bridge as part of an innovative bike and pedestrian path design along the Paul Dudley White Pathway. The issue goes beyond additional driving time associated with eliminating the right turn. Channeling traffic onto the streets of a new neighborhood will contribute to unnecessary congestion, noise, and exhaust and will have consequences for the vehicular accident rates. All these factors will have a negative impact on the desirability of the new Allston community as a place to work and live. CPGC-2
3. Access to the Mass Pike – The plan should encourage the most direct access to the Pike that is possible to minimize drivers' incentives to detour through neighborhood streets, or to enter or exit the Pike at Newton Corner or in Boston. CPGC-3
4. Noise – Mitigation infrastructure – beyond what is technically required – must be installed for the benefit of the future residents and workers of the new development in Allston, as well as for residents of Cambridgeport and those who use Magazine Beach Park. CPGC-4

5. The Throat – This area calls for a visionary design solution. We will urge Governor Baker and Mayor Walsh to lend their support to the development – and funding – of new options for this critical area. We support Mayor Davis’s call for a fourth option; we would support an air-rights/tunnel solution. CPGC-5

6. Turnpike Width – We appreciate Mayor Davis’s close analysis on this point. The width of the Allston design should not depart from the existing widths along other sections of I-90 from Boston to Route 128. Greater lane width reduces the space available for pathways and parkland. Variance from current highway standards in this new (and short) section of highway is justified. CPGC-6

7. Parkland and Paul Dudley White Pathways – We support all of Mayor Davis’s requests for additional action, and urge you to develop an innovative approach – a pathway built on a boardwalk over the Charles or on fill – as suggested in WalkBoston’s recently released video. CPGC-7

8. Construction Mitigation – Traffic at key intersections in Cambridge – by the Museum of Science, Alewife Station, Fresh Pond Parkway and Mt. Auburn Street, to name a few – is currently clogged during rush hours, as is traffic on many neighborhood streets that happen to function as “arteries.” Again, we support Mayor Davis and would further urge that some of the measures in the DCR’s recent Mt. Auburn Corridor Study be considered for expedited implementation. Key City departments – Traffic, Public Works, Police – will need extra funding as they try to find ways to deal with construction-related traffic from one end of Cambridge to the other. Finally, we urge the project’s planners to fund multi-use paths at Magazine Beach Park that can be used by cyclists, runners and pedestrians during construction. CPGC-8 CPGC-9

Thank you for your consideration of our concerns for this project. We will share it with Governor Baker, Mayor Walsh, and other elected officials, urging that they prioritize appropriate funding for a project that is much broader than a rebuilding of a highway viaduct. As many others have said, it is a “once in a century” opportunity to transform the one stretch of the Charles River’s edge – between the BU Bridge and the River Street Bridge – that offers cyclists and pedestrians a perilously narrow path separated from Soldiers Field Road by only a guardrail. The design should maximize the recreational potential of the river’s edge. If it does, the new community should thrive. And in Cambridge, Magazine Beach should be able to fulfill its potential as a much-needed oasis. So, should the river in between.

We appreciate the many hours of work that have already gone into informing the public and soliciting our comments.

Yours sincerely,



Jan Ferrara, President
Cambridge Plant & Garden Club
195 Brattle Street
Cambridge, MA 02138
janferrara@comcast.net

cc: Governor Charles Baker
Mayor Martin Walsh
James Carbone, MassDOT Highway Division
Senator Joseph Boncore
Representative Jay Livingstone

Addendum to the Letter of the Cambridge Plant & Garden Club

Civic Focus of The Cambridge Plant & Garden Club

The Cambridge Plant & Garden Club (CP&GC) is one of the oldest garden clubs in America. The CP&GC's interest in conservation began in the early 1900s, as did its fundraising for gardens at the city's then-private community centers. In the 1930s, the club began working to improve public green spaces in Cambridge, undertaking projects that have combined advocacy, funding, and hands-on work. The club's plantings – at parks and school grounds, and in street-tree wells – dot the map of the City. More recently, the club has endeavored to support the DCR's stewardship of its parklands in Cambridge, especially Lowell Memorial Park, Hell's Half Acre on Greenough Boulevard, and Magazine Beach Park.

How the Club Came to Follow the Allston I-90 Interchange Improvement Project

The club has been paying close attention to the Allston I-90 project for two years, out of the club's interest in the recent improvements at Magazine Beach Park – improvements that resulted from initiatives undertaken by a friends group that formed in 2010. The 17-acre park is the second largest park in Cambridge, a historical swimming site, home to a popular DCR pool, soccer and baseball fields, picnic grove, and a restored historical building.

Magazine Beach Park is an amenity not just to the residents of one of the most densely populated sections of Cambridge, but also to people from Boston and surrounding towns. Despite its choice location on the banks of the Charles, the Park is directly opposite the current I-90 viaduct and rail yards, receiving the full brunt of car and traffic echoes bouncing off BU's multi-story buildings. A thoughtful new Allston I-90 design and its surroundings could greatly increase the ability of visitors to enjoy Magazine Beach Park with far less traffic noise.

While CP&GC members are profoundly concerned with an environmentally sensitive approach to the Allston development we are particularly cognizant of the potential benefits for Magazine Beach Park – benefits that the park will offer to those who live and work on both sides of the Charles River. Consequently, a group of club members began to follow the Allston I-90 project closely, attending MassDOT's public meetings, reading documents posted on the MassDOT website, and reporting to the club. Charles River Conservancy president, club member Renata von Tscharnier has been following the project since the first meetings in 2014 and has provided the club with valuable briefings and reading material.

From: ccassa@gmail.com on behalf of [Christopher Cassa](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: Following up on I-90 Project
Date: Tuesday, February 06, 2018 4:53:23 PM

I would like to add two comments about the I-90 interchange project:

I think it is absolutely critical that a full pedestrian path connection be designed between Allston and the Charles River, so that it will be fully linked with the future Grand Junction Path crossing under the BU Bridge. Cambridge has made very serious investments in this path on the Cambridge side throughout, and of course the Grand Junction will connect to the community path on the Somerville side, so this is such an incredibly important connection for so many people. It will transform safe cycling and pedestrian travel between many cities.

CC3-1

Please also ensure that at a minimum there is a west station platform.

CC3-2

I sincerely believe the walk, bike, and rail transit opportunities in Allston should be the centerpiece of the new and existing neighborhoods, and given equal or higher design priority than vehicle traffic infrastructure. We need to fully connect Longwood, Kenmore, Allston, Brookline and Cambridge in a safe way.

-Chris

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Christopher Cassa

From: Conor Welch [<mailto:cwelch978@gmail.com>]
Sent: Tuesday, February 06, 2018 4:41 PM
To: Strysky, Alexander (EEA)
Cc: comments@walkboston.org
Subject: I-90 Allston, EEA # 15278

Dear EEA & DOT,

As a Somerville resident who works in Boston, I am fortunate to have the opportunity to run home from work along the esplanade several times a week. This is such an important part of the Boston landscape which encourages residents and visitors to enjoy the Charles river while decreasing traffic on our congested roads and subways. From the Museum of Science all the way to Watertown, there is only one stretch of the path on the southern bank of the river that is inadequate: from the BU Bridge to Cambridge Street is narrow and in serious need of improvement. I encourage DOT to work with WalkBoston to #UnchokeTheThroat and find a pragmatic solution that can be incorporated into the I-90 Interchange project. Thank you for your time. CWEL-1

Conor Welch
14 Porter St.
Somerville, MA 02143

From: Ed Olhava [<mailto:olhava@gmail.com>]
Sent: Tuesday, February 06, 2018 9:00 PM
To: Strysky, Alexander (EEA)
Cc: cynthia.creem@masenate.gov; kay.khan@mahouse.gov
Subject: Allston Interchange

Secretary Matthew Beaton,

I write to you in regards to developing a solution for the Allston interchange that looks forward to what Boston needs. The city is only growing bigger - our dynamic economy and talented workforce guarantees that companies will continue to want to be here, and workers will continue to come to the greater Boston area. We must project into the future - the immediate area is only becoming more dense as our economy grows.

We need to consider this as we redesign the Allston interchange.

1) West Station needs to happen sooner, rather than later. We cannot expand the car traffic into Boston, but we certainly can expand the train traffic with smart planning now. The introduction of a rail station at this vital corridor will only increase access to the Allston/Brighton/Cambridge cluster of businesses and housing. EO-1

2) improve the Charles Dudley White walking/biking path. This redesign offers us the opportunity to expand this crucial space. It is already in heavy use by walkers/runners/cyclists, and is a critical draw for the dynamic work force we seek in Boston. I personally use it to commute (bicycle) everywhere, and enhancing/expanding this space will only add to the appeal of this area for all use. EO-2

3) Integrate car, bicycle and pedestrian access through this area. Again, this will allow the best scaleability as this important nexus into Boston grows. Make sure all users have access, which will only relieve congestion. EO-3

4) Abandon the viaduct. This will save time, money and most importantly will more easily allow the enhancements above. EO-4

thank you,
Ed Olhava
11 Scarsdale Rd
Newton, MA 02460
olhava@gmail.com
617-877-7917

From: Farah Wong [<mailto:farahwong28@gmail.com>]
Sent: Tuesday, February 06, 2018 7:05 PM
To: Strysky, Alexander (EEA)
Subject: Attn: MEPA Office Regarding MassDOT Supplemental DEIR

Farah Wong
26 Pratt St
Allston, MA, 02134
farahwong28@gmail.com

February 5, 2018

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

Dear Secretary Beaton,

I would like to start this letter with a very relevant quote to the situation we have in regards to the reconstruction of the Mass Pike in Allston, which is this: "what we do today right now will have an accumulated effect on all our tomorrows." (Alexandra Stoddards). We are at a moment where we have the opportunity to transform the Massachusetts' transportation system so that it will not only benefit those living today, but for future generations to come as well. This is our chance to make the transportation system far more climate-friendly, socially equitable and suited to the 21st century economy. However, sadly, as it stands, the proposed project in the Draft Environmental Impact Report fails to make these much-needed changes. As a long-term Allston resident who lives in very close proximity to the area in question, I strongly urge 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. Although 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. We can and should go further in how we think about achieving those goals.

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 outdated 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 FW3-5 phase, and steps to move forward with passenger service on the Grand Junction.

What the Allston I-90 can, should and 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:

FW6-14

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.
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.

Thank you for your time and consideration in this matter.

Sincerely,

Farah Wong
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MEPA

Allston I90 Interchange Improvement Project DEIR

Friends of the White Geese
February 6, 2018

PRESENTED TO:

Secretary Matthew A. Beaton
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Friends of the White Geese

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February 6, 2018

Secretary Matthew A. Beaton
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: Allston I90 Interchange Improvement Project DEIR

1. Introduction.
- A. Maneuvering with maximum secrecy by forces in Cambridge who cannot win in broad daylight.
- B. The Issues.
2. Properly planned, the project can reduce traffic on Memorial Drive and elsewhere.
3. Properly planned, the project can reduce the existing overloading on the Red Line.
- A. West Station should be trashed along with the publicly defeated Commuter Rail on the Grand Junction concept.
- (1) Introductory.
- (2) Trash it on railroad management grounds.
- (a) Stations too close together.
- (b) Projections for both adjacent stations are so low that delaying long distance commuters makes no sense.
- (3) Trash West Station on grounds that it has been sold to well meaning people on an unsound basis.
- (4) Statement that the project "does not preclude implementation of rapid transit services" is not true.
- (5) Commuter Rail Shuttles from Longwood are Nonsense.
- (6) Trash West Station on the grounds that the interests in Cambridge fighting for it are attempting to achieve, basically in secret, a goal they have been PROPERLY denied when their project was presented in light of day.
- (a) General.
- (b) This Outrageous Goal: Commuter Rail on the Grand Junction.
- (i) No value to anybody but Kendall – MassDOT Finding, when they were allowed responsible community input.
- (ii) Environmentally destructive because it would block 7 major intersections, create major inconvenience to drivers, and create pollution from vehicle exhaust, waiting for commuter train passage.
- (iii) Environmentally destructive because it would devastate the last visible animal habitat on this portion of the Charles River.
- B. Far superior and far more responsible than Commuter Rail on the Grand Junction would be a new Green Line A Spur running from Commonwealth Avenue and the B.U. Bridge to the main work site in Allston to Harvard Square, which should be enthusiastically supported..
- (1) General.
- (2) Harvard Square.
- (3) Summary.
4. Two of the three "throat" options are destructive to the Charles River or to Cambridge. Cambridge destruction not documented in any analysis.
- A. Architects' (ABC) Proposal – Outrageous Destruction of Boston River Bank.
- B. Both non MassDOT Proposals – Massive Destruction in Cambridge, Destruction ignored in DEIR.
5. Impact on Wildlife / Selected examples of Heartless Animal Abuse.
- A. Direct Application.
- B. A terrible record being made worse.
6. The Real Game – M.I.T.'s Updated Inner Belt.

Gentlemen / Ladies:

I. Introduction.

A. Maneuvering with maximum secrecy by forces in Cambridge who cannot win in broad daylight.

The Commonwealth of Massachusetts of Massachusetts' Department of Transportation (MassDOT) is considering rebuilding the I90 (Mass. Pike) Interstate on the Boston Side of the Charles River between the BU Bridge and the River Street Bridge with a portion of the project north of the River Street Bridge.

People who are fighting for destruction of the environment on the Charles River and inside the City of Cambridge are fighting for a whole bunch of destruction.

The really destructive stuff are

- a. The Fight for an off ramp to MIT's portion of Cambridge. This is being forwarded by a fight to rebuild the Grand Junction Railroad Bridge with bikes as the stalking horse. The Inner Belt was defeated in the 70's when it was proposed publicly. So now they are calling it a bike path.
- b. The Fight for Commuter Rail on the Grand Junction Railroad through Cambridge. This was also defeated when studied in public by MassDOT. So now the euphemism is West Station.
- c. A fight to kill the right turn from the west bound Soldiers Road off ramp at the River Street Bridge to the River Street Bridge. This initiative is a spin off OF OUR PROPOSAL to kill the left turn off this ramp. Our proposal was called out of scope, and then was made a major improvement in the proposal, but has been proposed as killing both the right and left turns.

MassDOT has been kept from meaningful communication to Cambridge residents

Forces in Cambridge are fighting to attain goals which they have not achieved in public by doing so behind closed doors. Cambridge has a system of Fake Protective Groups which dates back three city managers BEFORE the current City Manager.

The strings appear to be pulled on the Fake Protective Groups by the Cambridge Development Department (CDD). The CDD has directed MassDOT to ONLY contact their local Fake Protective Group which claims to represent the area between the BU Bridge and the River Street Bridge. MassDOT has been told to not contact anyone else.

This prohibition on contact has kept MassDOT from contacting the people who killed Commuter Rail during the last study, a project favored by the CDD.

This prohibition on contact has kept MassDOT from contacting the vast majority of Cantabridgians who use or would use the right turn at the River Street Bridge. The neighborhood that Fake Group claims to represent includes only a tiny number of people who would be impacted because to get to the River Street Bridge, it is appropriate to pass by the neighborhood that that Fake Group claims to represent.

It gets worse because entities on the study committee who are most loudly fighting to kill both turns were very visible fighting for the destruction of hundreds of trees and animal habitat east of the BU Bridge by the DCR AND BY THE FAKE GROUP WHICH IS CLAIMED TO REPRESENT PEOPLE. The SAME Fake Group is currently fighting for destruction of 56 trees in Magazine Beach area, once again in support of the DCR and the Cambridge Development Department / City Council.

The most important pitch of this fake group is not to look at what they are doing. Look at what they tell you to look at. Censorship and other corrupt tactics are normal from this Fake Group. They cannot win if they progress their case honestly.

Public contact as part of the study group was limited, through most of its existence, to an official of the Cambridge Development Department. It was subsequently expanded to include Henrietta Davis, a former city councilor who was one of the two councilors most destructive on the Charles River in support of CDD goals.

By contrast, we, who proposed and got the most significant change in the I90 project, the killing / replacement of the left turn at the River Street Bridge, have not only not been appointed to the study committee, but have not even been able regularly to get dates / times of meetings.

B. The Issues.

The I90 Allston Rebuild Project is in an interesting situation. Comments on its Draft Environmental Impact Report are due on February 9, 2018, but communications to MassDOT as of the MassDOT presentation in Brookline on December 12, 2017 concerning West Station have been so extensive that MassDOT is seriously reconsidering its proposed handling of West Station.

Additionally, comments at the January 4, 2018, Morse School presentation, and multiple comments seeking changes and / or variations in the project have rendered application to Cambridge so extensive that the City Council should properly schedule a hearing on the proposal with cable television coverage so that the Cambridge electorate can be properly advised as to the situation. The Cambridge City Council has not done so and has rubber stamped the CDD "community" representative with a destructive record.

The issues are as follows;

- a. Properly planned, the project can reduce traffic on Memorial Drive.
 - b. Properly planned, the project can reduce the existing overloading on the Red Line.
 - c. West Station should be trashed along with the publicly defeated Commuter Rail in Cambridge concept, and a sensible streetcar spur should be constructed from the BU Bridge / Commonwealth Avenue to the main project site, to Harvard Square..
 - d. Two of the three "throat" options are destructive to the Charles River or to Cambridge.
2. Properly planned, the project can reduce traffic on Memorial Drive and elsewhere.

We suggested a very major change in the plans for the I90 rebuild project which can have significant benefit to Cambridge. The problem is that while MassDOT made the change part of the plan, MassDOT, with help from Cambridge appointees (according to MassDOT), went further than MassDOT should have gone.

The original scope of the project omitted discussion of the River Street Bridge and its connection to Soldiers Field Road.

We advised at the study committee that the project could be greatly improved by killing the current left turn from the ramp to the River Street Bridge and building a bridge to the future Harvard Medical School area over Soldiers Field Road prior to the River Street Bridge.

Six months or so after we proposed it, MassDOT



Principal Proposal for River St. Bridge.

The off ramp in this location with its right and left turns at the bridge would be removed. Killing the left turn makes sense. Keeping the right turn would be of great value to Cambridge.

formally announced a plan to do pretty much exactly that, and they have gone in detail over the merits of this change to the Boston side of the river.

The problem with the plan is that they went a lot further than our proposal. Their change would fully eliminate the ramp from Soldiers Field Road to the River Street Bridge, thus removing ready access to Cambridge by the right turn off that ramp. The proposal would move Cambridge traffic across Soldiers Field Road into Interstate traffic coming off the Mass. Pike (I-90). The proposal would run Cambridge traffic through three additional intersections.



This photo is taken from DEIR, chapter 9, page 1. The bridge is the River Street Bridge. The ramp which is proposed to be destroyed is immediately to the left of the bridge above the Charles River. The issue is the right turn from the ramp to the bridge. Traffic which is currently going up the ramp and turning right would be moved to a series of roads and intersections going around the hotel property (large building) and joining the massive Interstate traffic coming off I90.

Currently a lot of Cambridge people use that ramp. More almost certainly would except for all the traffic turning left and going to I90 and to Boston destinations. People going to Cambridge have alternate ways to get to Cambridge. The most obvious is Memorial Drive, but a lot of traffic very easily could be using Massachusetts Avenue and other streets in the eastern part of Cambridge.

Killing traffic turning left off that off ramp will remove what has been a major impediment to Cambridge residents using that ramp, and, to that extent would relieve other routes currently being used of drivers who would rather use that off ramp. The left turn traffic has really jammed up that off ramp.

Returning plans to our original proposal, kill left turn only, will allow people who would have used that ramp to use it now. The people who would use this route live in many parts of Cambridge, and have been forced onto Memorial Drive and other alternate routes. Most people who use or would use this route have been greatly disadvantaged because, IN RESPONSE TO CAMBRIDGE DEVELOPMENT DEPARTMENT DIRECTION, MassDOT has limited public presentation to people who live near the Charles River between the BU and River Street Bridges.

FWG-1

Such people have very limited use of the River Street Bridge. The greatest use by folks in this area would be by those living near River Street, and perhaps those closer to Central Square. One such person spoke at the Morse School presentation, and many other would certainly attend presentations if the presentations, contrary to CDD direction, were made in a manner convenient for them.

MassDOT should be talking with the Cambridge City Council on Cambridge Television in order to contact the people throughout Cambridge who use or would use that ramp. Instead, it is trusting the CDD and limiting its contact to this very destructive entity whose strings look like they are pulled by the CDD or worse.

The last time we communicated the lack of meaningfulness of this fake “neighborhood” association, they were openly censoring any comments contrary to CDD / friends’ political interests. Now they are just expelling folks from the list for OFFERING to make comments contrary to CDD / friends’ political interests.

The running mantra of this group and too often by other, related Fake Protectors is:

Do not look at what we and our friends are destroying. Look at what we tell you to look at.

The achieved destruction and planned destruction by these Fake Protectors are massive.

A small number of willful people who know what they want are capable of controlling a large number of people with good intentions, and the cores of this group, in particular, have severe credibility problems.

The same old corrupt tactics, when used by related fake protective entities, assisted in the destruction of 3.4+ acres of Alewife, created the outrage on both sides of Bay Street on Massachusetts Avenue, and killed protections for residential side streets in Harvard Square through the lie, “You have made your deal with the City Council. Now you have to negotiate with the Planning Board.”

More recent nonsense of the CDD appointees was well demonstrated by the outrageous communication from Henrietta Davis to MassDOT. According to MassDOT’s most visible representative, Davis voted to destroy that right turn ramp in the Working Group.

The memory of the most visible member of the team was so strong that he turned our comments at a MassDOT presentation in Allston into a one on one discussion on the issue of Henrietta Davis’ position. As stated elsewhere, our opinion of Davis’ record and her representation of Cambridge residents is not favorable.

Davis put out a letter giving a false impression of her position on the right turn, according to the MassDOT representative’s statement of her position. She included fine print fighting for more destruction FAR FROM THE LOCATION OF THE SUPPOSED TOPIC OF HER LETTER, but that fine print was buried with the up front distraction of appearing to be protecting the right turn.

The Cambridge City Council and City Manager were apparently given related communications of support for Davis’ letter which ran in lock step with the Davis letter and WHICH OMITTED THE DESTRUCTIVE FINE PRINT. The Council, Manager and probably Davis communications were obviously written by the Cambridge Development Department. This fits a distressingly long time pattern of misbehavior by the Cambridge Development Department. The CDD gave the City Council and City Manager a false impression of what the City Council and City Manager were supporting, but had the two bless the Davis letter’s fine print without mentioning the fine print.

The Davis communication concerning the DEIR is more moderate than the earlier letter addressed to MassDOT. It omits the most blatantly destructive comments to MassDOT, and blessed by City Manager and City Council, possibly without reading the fine print.

BUT the current position really does not differ that much. It is just more indirect.

3. Properly planned, the project can reduce the existing overloading on the Red Line.

A. West Station should be trashed along with the publicly defeated Commuter Rail in Cambridge concept.

(1) Introductory.

The MassDOT organizers have been following directions of the Cambridge Development Department who lost when it last fought for Commuter Rail on the Grand Junction because of large numbers of Cambridge residents who fought the interference of Commuter Rail with major Cambridge traffic arteries. The CDD has solved this problem by telling MassDOT NOT TO PRESENT the proposal to people in areas who killed Commuter Rail. Such tactics are distressingly typical of the CDD during the three manager City Manager Machine.

Such tactics are antithetical to the responsible government Cambridge voters are constantly told they have.

The responsible solution is to trash West Station and, instead, proceed with meaningful rapid transit, the Green Line A spur which we first suggested to the Advisory Committee in 2014 / 2015. The concept is presented in detail below, including graphics presented to the Advisory Committee.. FWG-2

It is our understanding that there are significant numbers of people objecting to delay of West Station. We have three basic comments on the matter, as stated in subsections (2) through (4).

(2) Trash it on railroad management grounds.

I, personally, have two years railroad experience at an administrative / managerial level, including 6 months actual on the ground experience, and a lot of experience using Commuter Rail.

(a) Stations too close together.

The reality is that the proximity of the station at Boston Landing / New Balance to West Station is so close that adding another station at West Station is, from a railroad management point of view, nonsense.

The purpose of a Commuter Rail System is to transport commuters in an efficient, prompt manner at a level of service which makes Commuter Rail a viable option to the users of the system. The addition of West Station creates two stations in such close proximity that they very simply do not have the value to the system that two stations must have to justify their existence. They are so close together that there is no meaningful difference in the system, and the combination needlessly slows down people from areas which need Commuter Rail. The proximity of the stations is such that buses or rapid transit make the only sensible use for passenger needs in the Allston / Cambridge area, rather than a second station.

(b) Projections for both adjacent stations are so low that delaying long distance commuters makes no sense.

Additionally, projected usage both on West Station and Boston Landing / New Balance are so low (DEIR table 5.9.3) in comparison to Yawkey that there is a very real question as to whether either station makes sense. The MBTA is slowing down people coming from Worcester, Framingham, and other long distances to drop off this tiny amount of people? THIS IS NOT THE PURPOSE OF COMMUTER RAIL.

(3) Trash West Station on grounds that it has been sold to well meaning people on an unsound basis.

We have attended as many Working Group and general public meetings as we have been aware of, and able to attend. We have requested that we be informed of working group meetings. We have not been so informed. We have attended, to our understanding, all Working Group meetings that we have been aware of.

We have attempted to assist the Working Group in its duties. That assistance has included formal presentation of the Green Line A concept which we will go into below.

The reality is that, whether intentional or not, MassDOT has sold residents a bill of goods on West Station.

Residents want rapid transit. Residents have been told that West Station will provide them the Rapid Transit they need. That is very simply not the case. Commuter Rail is intercity transportation. Use of intercity transportation for transportation within cities is, for the most part, silly.

West Station cannot do the job it has been sold to residents as doing. Since it cannot do the job it has been sold to residents as doing, it makes no sense to build it.

(4) Statement that the project “does not preclude implementation of rapid transit services” is not true.

Green Line A, described below, which we formally presented to the Working Group in 2014 / 2015, will do the job residents have been told would be done by West Station. Green Line A could be prevented if allowances are not made to allow it to be built in such a manner as it should be built.

The DEIR, chapter 9, page 2 provides a very unsatisfactory response to this issue in its answer to the first sample question on West Station.

The question in part reflects the constant push for Commuter Rail on the Grand Junction in spite of its resounding defeat when presented other than behind closed doors.

While the plans allow Commuter Rail on the Grand Junction in the future, the plans could prevent meaningful implementation of a Green Line A. The situation gets worse because Harvard has been doing the usual fight for Harvard's goals, people talking oh so sweetly.

Harvard is pushing for a reverse Red Line fork out of Harvard Station originating, according to the pitch, from Porter Station. The Harvard proposal would be EXTREMELY expensive, Deep Bore Construction, with a major rebuild of Harvard Station. It would amount to a private shuttle from Harvard Station to Harvard Medical School, to somewhere around the Longwood Medical Area.

Green Line A would provide transportation which the neighbors are demanding and have been given the incorrect impression that they are getting. However, the I90 work could prevent it and leave the Commonwealth with no choice other than the horribly expensive option that Harvard is floating, with transportation for the neighbors only to the extent they walk to the new Harvard Medical School.

(5) Commuter Rail Shuttles from Longwood are Nonsense.

There was a slide in the MassDOT presentation on the DEIR which seemed to project ridership based on shuttles from the Longwood Medical Area. It is our understanding that Brookline people are highly disturbed about such buses running through Brookline.

Longwood is half a mile from Yawkey Station, also on the Worcester line. The trip from Longwood to West Station sounds like something like three miles. Additionally, existing shuttles, and many MBTA buses, to Kenmore should be readily adaptable to providing service to Commuter Rail users. Existing service goes past Yawkey Station. A quick stop on Brookline Avenue just before I90 at that point would do the trick very effectively.

The managers at Longwood would have to be extremely incompetent to run Commuter Rail shuttles to West Station.

Added to this analysis should be the still pending Urban Ring Rapid Transit discussions. Urban Ring Rapid Transit should most definitely be provided as a spur out of Ruggles with service from Downtown Orange Line stations to Longwood at Louis Pasteur and Longwood Avenue, and then to the Kenmore / Yawkey superstation.

(6) Trash West Station on the grounds that the interests in Cambridge fighting for it are attempting to achieve, basically in secret, a goal they have been PROPERLY denied when their project was presented in light of day.

(a). General.

People on the opposite side from the Fake Protectors defeated Commuter Rail on the Grand Junction when it was MEANINGFULLY AND PUBLICLY studied by MassDOT.

So now, after the CDD was publicly defeated in open discussion in front of MassDOT, the CDD is telling MassDOT to ONLY go to the CDD's friends to discuss the Mass. Pike (I90) rebuild, and not to talk to the people who defeated the CDD and its friends when they publicly proposed Commuter Rail on the Grand Junction.

Notwithstanding this, the people who lost when MassDOT studied Grand Junction Commuter Rail use have had representatives at the Working Group meetings appointed by the Cambridge Development Department, the people who lost the last time. And people who were very visible fighting for the destruction of hundreds of trees on Memorial Drive are suddenly appointed, AS BOSTON RESIDENTS, to the same committee.

So the people who lost the last time are surreptitiously attempting to reverse a decision made in public by secret maneuverings in a group which claims to have no jurisdiction outside of the rebuilding of I90 in Allston.

Irresponsible, but dirty tricks of this sort are normal in Cambridge politics.

MassDOT has considered use of the Grand Junction for commuter rail. IN PUBLIC.

MassDOT saw a lot of people who strongly objected. MassDOT found that Commuter Rail on the Grand Junction makes no sense.

The only thing that has changed is that, THIS TIME, MassDOT has only talked to people delivered to MassDOT by a fake group which ejects people from its ListServe if they make comments or offer to make comments on their ListServe contrary to the wishes of bureaucrats of the City of Cambridge or to others with comparable goals.

MassDOT should have shared its ideas in public, not in secret meetings managed by people who have a record of running around telling folks only to look at what they want folks to know about, and not to look at the things this fake group wants to keep secret. But the entity referred by the CDD does tend to praise the CDD, which, in turn, has told MassDOT only to deal with these folks who praise CDD.

MassDOT should be communicating with the Cambridge City Council, preferably in meetings telecast to constituents on Cambridge Cable. Talking to essentially secret meetings which do not really even claim to represent areas which would be harmed is unacceptable, but that is what has been done.

- (b) This outrageous goal: Commuter Rail on the Grand Junction.
- (i) No value to anybody but Kendall – MassDOT Finding, when were allowed responsible community input.

The only thing that has changed from the formal study of Commuter Rail by MassDOT is that the Cambridge Development Department has told MassDOT not to talk with the responsible people MassDOT talked with when MassDOT killed it the last time.

The finding then was that Commuter Rail has no value to anybody other than Kendall Square interests, and the advocates are exactly making **ONLY THAT POINT**, that it has value to Kendall Square. They are making no claims that we are aware of, that Commuter Rail up the Grand Junction has any value **EXCEPT** to Kendall Square / M.I.T.

- (ii) Environmentally destructive because it would block seven major intersections, create major inconvenience to drivers and create pollution from vehicle exhaust, waiting for commuter train passage.

Here is a state map of the Grand Junction with intersections marked which are negatively affected by Commuter Rail.

This was the secondary argument which killed Commuter Rail on the Grand Junction when responsible contact with Cambridge was **ALLOWED BY CAMBRIDGE**.

Commuter Rail would create a vehicular nightmare on the major streets it would cross, with associated increase in pollution and very major interference with transportation viability on the streets of Cambridge.

Railroad planning for the past 50 years or so has been antithetical to such outrageous interference with public streets in populous areas. But, in the dead of night, forces of Cambridge are trying to force such irresponsible design on a population which has defeated it when the cause has been publicly fought for.



- (iii) Environmentally destructive because it would devastate the last visible animal habitat on this portion of the Charles River.

There is only one tiny area on this part of the Charles where corrupt tactics by the Department of Conservation and Recreation and the City of Cambridge have yet to kill off animal habitat. Running of commuter rail through this area would be devastating, both in the wild area east of the Grand Junction and in the area to which the Charles River White Geese, the most visible victims have been confined.

Photos and plans detailing destruction plans are provided below in our analysis of the real game going on, M.I.T.'s planned update to the Inner Belt project which was killed 40 years ago. Since it was killed 40 years ago as a result of public discussion, it is being done with maximum secrecy now, using all sorts of stalking horse arguments.

Cambridge has its own destructive plans which have been progressed with comparable secrecy. The MassDOT Davis letter forwards the plan, as just one excellent example of bad faith.

The Davis MassDOT letter seems to have obviously been written by the Cambridge Development Department with “supporting” letters from the City Council and City Manager. Massive habitat destruction was obfuscated by misleading tactics inflicted on the entities who had “support” pushed in front of them without meaningfully being told what they were supported.

And the letter’s principal visible function was to raise questions about a vote impacting the River Street Bridge which, according to MassDOT had the principal writer on the opposite side from the side she gives the impression she supports while in reality fighting for the outrages on the Charles River.

Please see sections 5 and 6 for analyses of the heartless animal abuse, and of M.I.T.’s updated Inner Belt proposal. These analyses are also applicable here.

B. Far superior and far more responsible than Commuter Rail on the Grand Junction would be a new Green Line A Spur running from Commonwealth Avenue and the B.U. Bridge to the main work site in Allston to Harvard Square, which should be enthusiastically supported.

(1) General.

We also submitted to the study committee the following alternative for a Green Line A spur running off the Commonwealth Avenue Bridge just west of the BU Bridge. This summary was presented to the study committee.



A fork for this spur can readily be installed on Green Line B just west of the BU Bridge.

The diagonal line in the bottom right of this photo is an expansion joint for the bridge portion above the Worcester - Framingham Commuter rail line. Its mate is the lighter colored line to the left of the yellow car.

The spur would go over the side of the Commonwealth Avenue Bridge to the right, between the two expansion joints, as shown below.

It would then be built on supports to the south of and above the Commuter Rail line, and to the south of I90 (which is under that portion of the bridge showing to the right of the expansion joint), until its platform reaches the level of I90.

Allowance for streetcars crossing the westbound travel lanes of Commonwealth Avenue should be included in light cycle of the Commonwealth Avenue / BU Bridge / I90 rotary street arrangement to the rear of the camera.

This location is rather clearly a reasonable part of the street arrangement.



Green Line A Spur Proposal

In support of I90 Allston Rebuild

Blue solid line: Preferred Route. Red broken line: Alternatives possible

Stations Proposed:

1. Boston University Central on Green Line B, to be moved on Commonwealth Avenue median to touching University Road on the East
2. Access connecting to southern of 2 BU residences at 2d floor plaza. Exact locations to be determined in Harvard Medical School / I90 rearrangement area. Storage yard appears in alternative route as well.
3. Harvard Medical School.
4. Cambridge Street and North Harvard Street, platforms outside of tracks to minimize neighborhood impact of route.
5. North Harvard Street and Franklin Street, platforms outside of tracks to minimize neighborhood impact of route.
6. Harvard Business School / Harvard Stadium.

- S1. Station Plaza, Harvard Station - Alternative.
S2. Lower Husway, Harvard Station - Preferred.
S3. Eliot Street just south of Brattle Street side street - Alternative.

- A1. Harvard Medical School.
A2. Cambridge Street and Harvard proposed road.
A3. Western Avenue and Harvard proposed road.
A4. North Harvard Street and Harvard proposed road.

Alternative to proceed first under the extension of Harvard proposed road south and west of buildings in Harvard Stadium complex, then under Charles River to extension of existing tunnel. Exact route to be determined.

- A5. Memorial Drive and JFK Street / Anderson Bridge.

For details, please see:

- General analysis:
<http://charlesriverwhitegeeseblog.blogspot.com/2015/04/charles-river-green-line-ideal-for.html>
- Charles River: Green Line A Rapid Transit for Olympics — Harvard Square:
<http://charlesriverwhitegeeseblog.blogspot.com/2015/05/charles-river-green-line-rapid-transit.html>
- Charles River - Harvard Square: Corrections to Green Line A Harvard Station Proposal:
<http://charlesriverwhitegeeseblog.blogspot.com/2015/05/charles-river-harvard-square-to-green.html>
- Charles River: Green Line A for Olympics, map with options:
<http://charlesriverwhitegeeseblog.blogspot.com/2015/05/charles-river-green-line-for-olympics.html>

Base map is Google Maps, copyright by them. Presented on basis of fair use..

Route and analysis © 2014, 2015, 2017 Friends of the White Geese. Fair use copying authorized for purposes of discussion on condition that full credit of authorship is given to Robert J. La Tremouille.



The Green Line A spur would then be constructed between I90 and Boston University with a possible stop at BU West, and a major stop at the future Harvard Medical School in the current I90 off ramp area / former rail yards. There are two reasonable alignments after that.

The better alternative would transition Green Line A from elevated to underground / cut and cover under North Harvard Street with stops at Cambridge Street, Franklin Street, and Harvard B School / Stadium before going under the Charles River and connecting to Harvard Station through the still existing tunnel which runs under Brattle Street / Square and the pedestrian pathway between the JFK School and the Charles Hotel. Transition from above to below ground would occur in the main project area.

The other alternative would likely require a bridge over Cambridge Street. It would not be able to get underground until after Cambridge Street because of the need to go over I90. It would then transition to underground and proceed to North Harvard Street / Harvard Stadium under Harvard's proposed Stadium Way. Preferably, it would turn and proceed under North Harvard Street as in the preferred alternative.

Other alternatives would have the Stadium Way route circle the Harvard Station area before crossing the river further west of the Anderson Bridge before connecting to the tunnel as with the earlier alternative.

(2) Harvard Square.

Map A shows the three possible Green Line A terminals at Harvard Station.

Station S1 would provide direct access to the station lobby. It would require moving the elevator to the opposite side of the current T structure, and would allow a stop at the landing, to which the coffee shop would be moved.

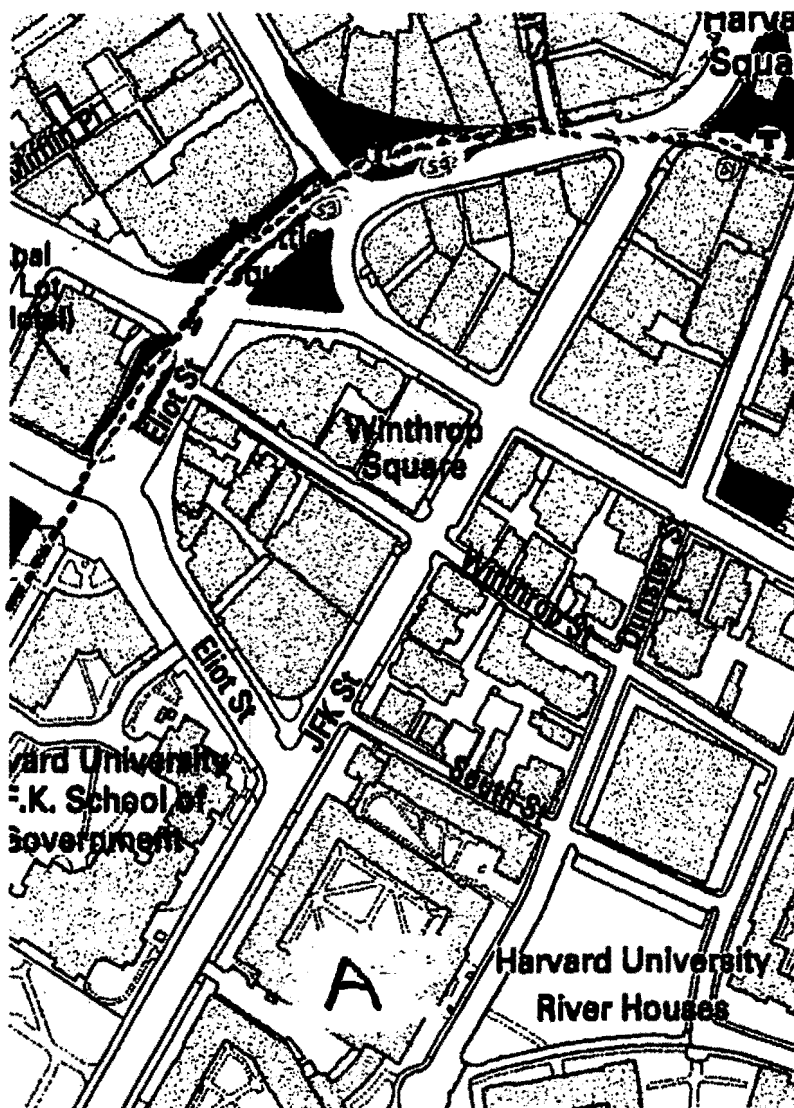
The landing was designed for and used for ticket sales until introduction of the Charlie Card rendered the facility unnecessary. The coffee shop could expand the existing facility as needed. Other existing smaller uses could remain, creating a lively, handicapped accessible, area.

This alternative would require slight narrowing of the ramp to the lower busway, with the end of street car terminal separated by moving the left wall of the walkway to transfer that space to the terminal.

Station S2 would share the lower busway with bus traffic. This location could confuse fare management between bus and streetcar passengers.

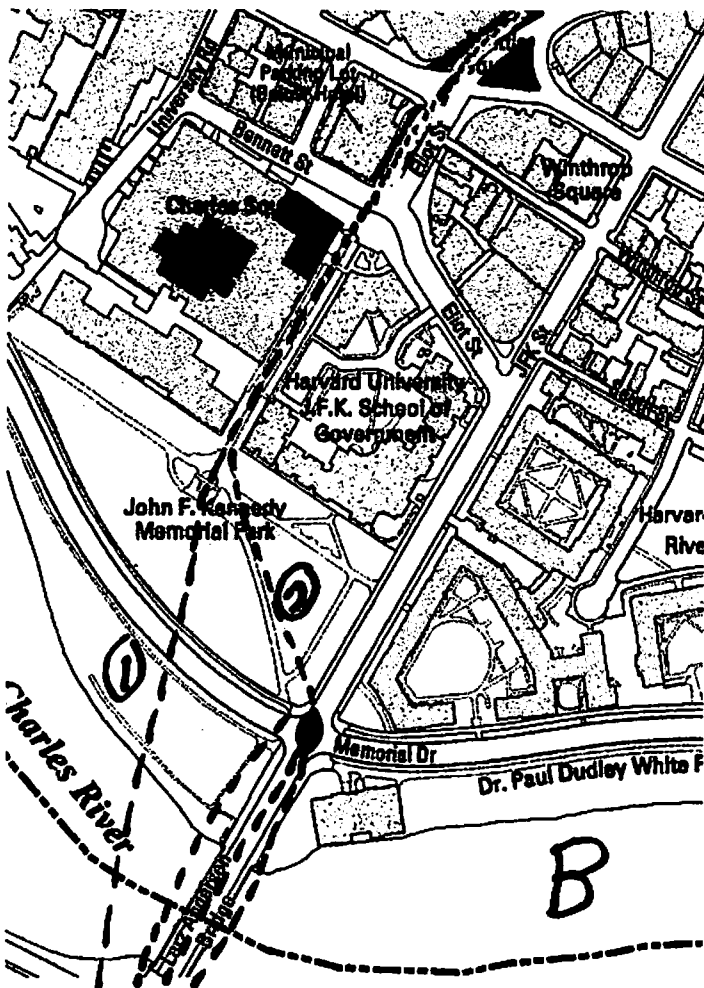
Station S3 would require major reconstruction of Brattle Square with new entrances, one at Brattle Street, another at Mt. Auburn Street. It would connect to the station lobby by the lower busway, and require relocation of the Brattle Square elevator to the new Brattle Street entrance.

The route of Green Line A has several possibilities in Harvard Square. The preferred option is shown in Map A, traveling exactly in the existing tunnel from Harvard Station.



Map A, Harvard Station Alternatives

- S1. Current Lobby.
- S2. Lower Busway
- S3. Under Brattle Square.

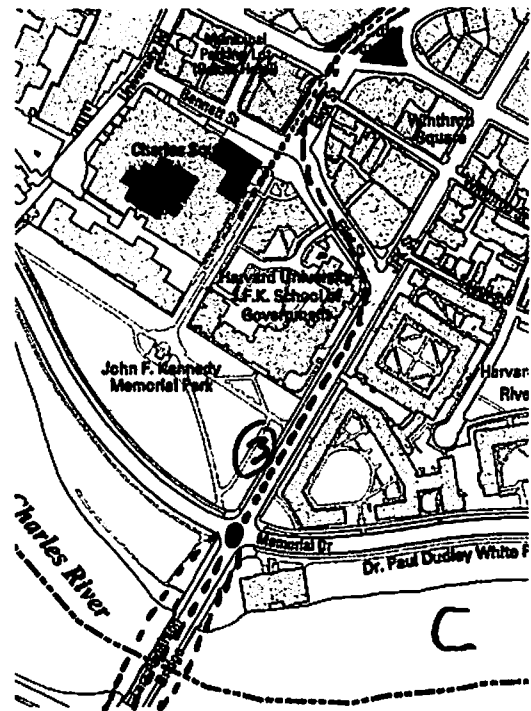


Map B

1. Preferred Route, cut and cover transitioning to deep bore / other for travel under Charles River.
2. Alternate Route, follows route 1 to JFK Park, then goes to station at Memorial Drive. Three river crossing alternatives. Destructive of trees in JFK Park.

The proposal as shown in Maps B, C and D (next page), suggests several alternatives on the Cambridge side, along with possible river crossings. The Green Line A spur could include a stop at the Anderson Bridge / JFK Street and Memorial Drive.

As shown in map B, the preferred route would continue in JFK park in a location where JFK Park has been designed to comply with cut and cover subway installation without harm to trees.



Map C

3. Alternate. Cut & cover / deep bore / other from Brattle Sq. by Eliot St. & JFK St. to Mem. Drive Station with 3 river crossing alternatives.

A sixth possible route has large possible variability. This would connect the alternate route west of Harvard Stadium. Because of its flexibility we have not attempted to designate alternative crossing routes for the alternative route around Harvard Stadium. There is considerable flexibility in location on both sides of Charles River.

Only one crossing is thus shown on the main map with the anticipation that alternatives would be studied as deemed necessary.

On the Cambridge Side, route 6 would connect to Route 1 at JFK Park end of the pathway between Eliot Square and JFK Park. JFK Park is not designed to allow subway construction in this direction without tree destruction. This crossing should not connect to a Memorial Drive Station.

We are not certain about the extent to which the Brattle Square entrances to Harvard Station interfere with the preexisting tunnel. If they do, the entrances would have to be moved, probably to the far side of the leg of Brattle Street further from Harvard Square proper. Park Street and other open air locations allow pedestrian crossing of tracks near streetcar stops, but that configuration is awkward to make handicapped accessible. If pedestrian track crossing were feasible, access from the JFK street side of Brattle Street would be viable. A major disadvantage would be the destruction of a nice park.

Station location S3 would require access relocation in any case.

(3) Summary.

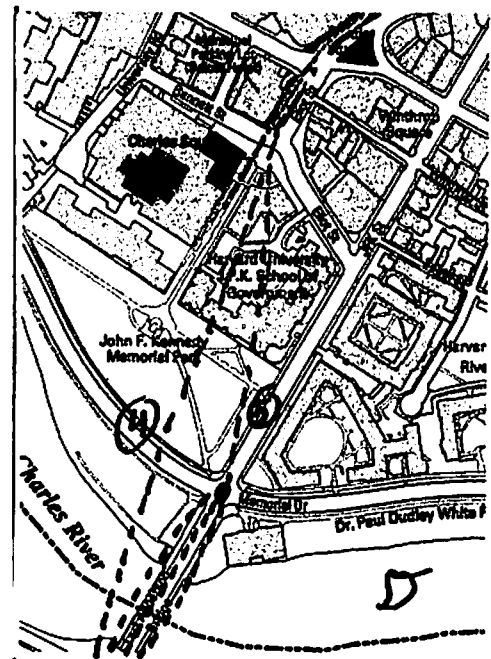
Green Line A would provide possibly faster access for travel from Back Bay to Harvard Station and beyond, and thus decrease use of the Red Line between Harvard and Park and reduce transfer traffic at Park.

Back Bay commuters to Harvard Station and west could exchange one transfer, at Park Station, for transfer at Harvard Station. Back Bay commuters to and from Harvard Station would have direct connection from Back Bay. Harvard Station currently handles passengers with great efficiency. Harvard Station should readily handle the additional transfer traffic, especially with the Green Line A terminal in the lobby.

From a Boston point of view, there has been considerable concern from Allston residents about delay of West Station. The trouble with their concern is that they have been told that West Station will provide their rapid transit needs. That suggestion, to put it nicely, greatly misstates the value of Commuter Rail to Allston residents.

Commuter Rail simply cannot provide the rapid transit needs of Allston residents. Commuter Rail is not intended to provide transportation within terminal cities. To be direct, transportation within terminal cities is destructive to the real goal of Commuter Rail, getting commuters into terminal cities from distant locations.

Green Line A with the North Harvard Street route would be a greatly needed improvement for Allston residents, and, in addition to taking traffic off the Red Line for Cambridge's benefit, would provide easy rapid transit to multiple Cambridge locations for Allston and Back Bay residents, increasing business for Cambridge business people. Harvard Square in particular would be accessible without transfer.



Map D.

4 and 5. Alternative deep bore construction under JFK School for routes 1 – 3.

The plan we are proposing was originally provided to the study group three years ago. MassDOT picked up on the killing of the left turn at River Street Bridge, but did not pick up on Green Line A.

An additional advantage is that we understand that there are problems with financing. Adding Green Line A as part of the project expands possible financing sources.

Conduct of a hearing in front of the Cambridge City Council on television should properly further delay the response date for comments on the DEIR beyond February 8, 2018.

4. Two of the three “throat” options are destructive to the Charles River or to Cambridge. Destruction not documented in any analysis.

The biggest variations in proposals for the I90 (Mass. Pike) Rebuild are in that portion of I90 west of the BU Bridge and between B.U. and the Charles River. This area, because of its relative narrowness is referred to as “the throat.”

There are three options. The two other than the proposal of MassDOT are bad and destructive.

- A. Architects’ (ABC) Proposal – Outrageous Destruction of Boston River Bank.

The architects’ proposal (they call themselves ABC) would build on and destroy the banks of the Charles. This would destroy pretty much all of the



river bank shown in the above photo (DEIR, chapter 7, page 1) from the bend toward the bottom up to the bend toward the top. This may be an understatement.

Here is a photo of the river banks at ground level from Winter 2014. Destruction would begin at about the bend in the river.

Further analysis in section 5.



B. Both non MassDOT Proposals – Massive Destruction in Cambridge, Destruction ignored in DEIR.

Both non MassDOT proposals would rebuild the Grand Junction Railroad Bridge with no meaningful communication to Cambridge residents of the destruction, and no meaningful study of the impact of the destruction.

Here are photos of the Grand Junction bridge from above.



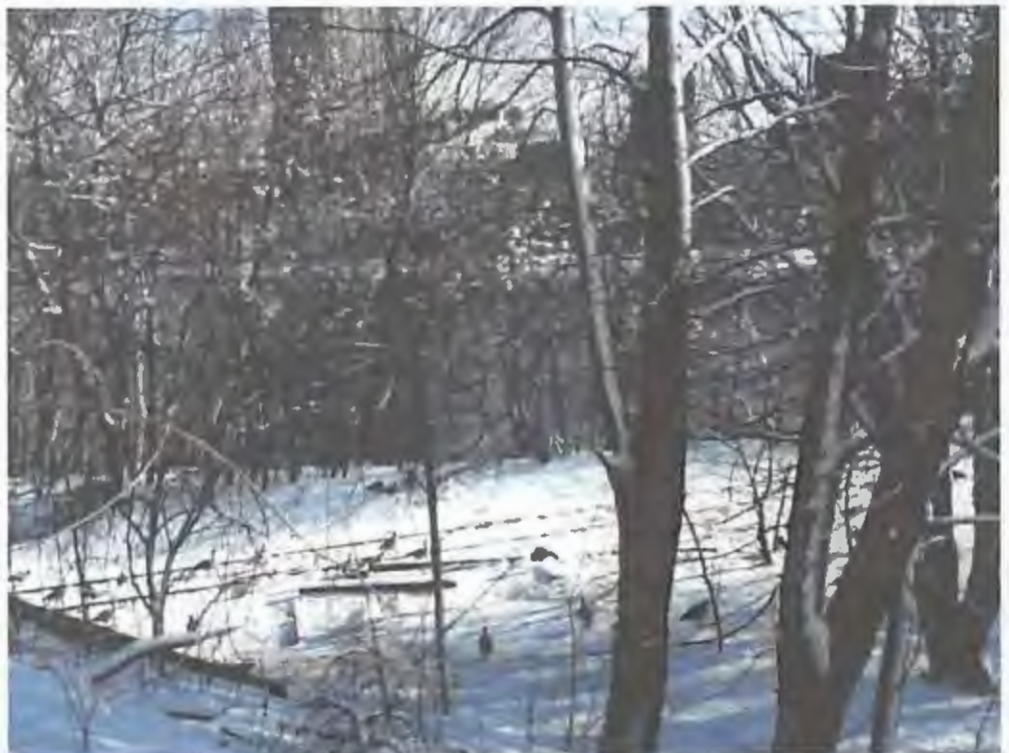
One of the proposals has shown construction in the Wild Area on the banks of the Charles River east of the Grand Junction. That massively treed area is to the right in this photo.

That part of the proposal is less vocal in more recent times. Lack of vocality on such matters affecting Cambridge is commonly a matter of going under the RADAR to hide things from the voters.

Staging would probably create more destruction in the Destroyed Nesting Area of the Charles River White Geese, the ghetto to which they have been confined after multiple outrages. This ghetto is the remnants of a habitat of these beloved, free creatures which stretched about a mile centered on the BU Bridge for most of the period since 1981.

This photo was taken in the same shoot as the above. Notice the Grand Junction railroad at the top of the hill, above thick, threatened trees.

Once again, this destruction is related to the failure of MassDOT to provide meaningful communication to the vast majority of Cambridge residents as the result of CDD manipulating in support of Cambridge plans which dated back to 1997.



These proposals rather clearly look like techniques furthering M.I.T.'s updated Inner Belt. The impacts are reviewed in section 6.

DEIR Chapter 5, page 22, land analysis, omits impact on Cambridge side of the Charles by rebuilding of the Grand Junction railroad bridge in the two non MassDOT throat options.

5. Impact on Wildlife / Selected examples of Heartless Animal Abuse.

A. Direct Application.

DEIR chapter 1, page 13, section 1.5.16, states: "Impact on wildlife will be minimal."

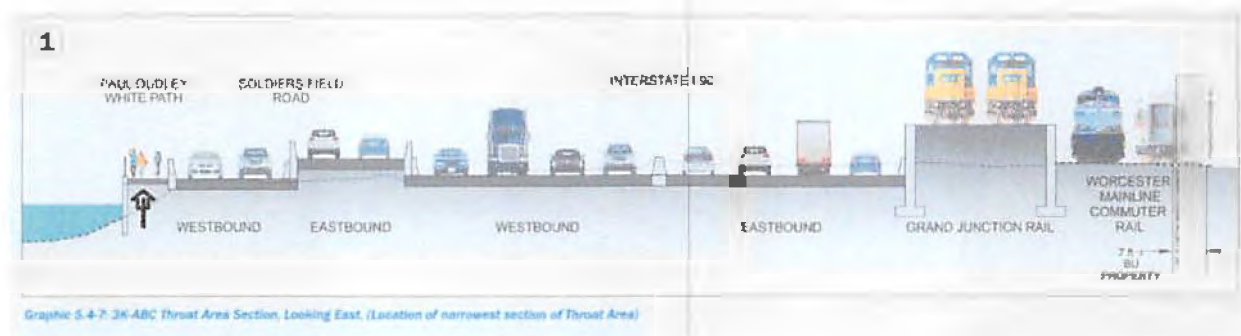
FWG-3

This statement is false. Both the Amateur and Architects (ABC) PACKAGES INCLUDE REPLACEMENT OF THE Grand Junction bridge and are targeted at uses which will negatively affect wildlife on the Cambridge side, on both sides of the Grand Junction railroad. The obvious harm is to the Charles River White Geese. Less obvious harm is difficult to assess because other wildlife stays alive by being invisible.

Section 4.b and 6 go into detail on this destruction. Among other things, it provides the relevant portion of a Cambridge plan and provides an MIT plan to build in the Destroyed Nesting of the Charles River White Geese. The Davis letter to MassDOT called for construction comparable to these outrages.

In particular, the Architects' (ABC) package would destroy the Boston bank of the Charles River. I, personally, have seen resident animals in that river bank. This diagram is from DEIR, chapter 5, page 21. Three cross-sections of the throat proposals are presented.

This is the cross section of the Architects' (ABC) proposal. We have added an arrow to point out the destruction of the river bank. The dotted line running diagonally through the arrow is the destroyed river bank.



B. A terrible record being made worse.

The Cambridge Development Department, the Department of Conservation and Recreation, and their Fake Protectors have contempt for the few animals living on public lands which irresponsible governments have not killed off. It is a matter of destroying one more and one more piece of habitat. The Fake Protectors who are currently leading the fight for destruction on the Charles put on a propaganda show under the preceding City Manager in Cambridge's City Hall Annex.

The show lied about "improvements" being brought by Cambridge, the CDD, and the DCR to the Charles River, claiming sainthood for all involved.

Here is one very telling plaque from that show.

Most animals heartlessly abused on the Charles River are done so secretly. The Charles River White Geese are an exception to the secrecy because they are so visible and so loved.

Our video analysis of the outrage of January 2016 by Cambridge and the DCR may be viewed at <https://www.youtube.com/watch?v=pTPlCCEJP70> (Memorial Drive Destruction, Final Cut), and at

<https://youtu.be/dWyCdcWMuAA>, (Nature and Beauty Ripped out along the Charles River, an analysis of the alleged “improvements” by an international expert).

Reference in these videos to the Cambridge City Manager refer to Mr. Rossi, not to the current City Manager.

Here are photos of some victims who were forced onto the streets of Cambridge in the middle of winter by this outrage.

Here are wild animals expelled from their homes



Photo: Phil Barber



Photo: Phil Barber

The Charles River White Geese have lived on the north / Cambridge side of the Charles River since 1981. During most of that period, their main home was the Magazine Beach playing fields except during bad weather and nesting season. During bad weather and nesting season, they lived in the Destroyed Nesting Area / Goose Meadow bounded by Memorial Drive, the Grand Junction Railroad, the Charles River and the BU Bridge.

Their habitat extended a total of about a mile along the Charles River centered on the BU Bridge.

In December 1999, the Cambridge City Council voted to subsidize destruction at the Magazine Beach Playing Fields. By order 1 on April 24, 2017, the Cambridge City Council supported DCR plans to destroy 56 more trees in the Magazine Beach recreation area, plus other outrages.

Until the outrages of the 2000's, the Charles River White Geese were beloved tourist attractions at the Magazine Beach playing fields. Admirers came from the suburbs to share time with them. They had full access to the length of this area, their home for most of the last 37 years.

Below is a photo of the riverfront at the Magazine Beach playing fields in 2006, and a photo of the Bridge over the pond which was introduced. The Charles River White Geese loved that pond and went through this area to get food.

These photos were provided by a representative of the MWRA at what was a memorial service for Bumpy, the long time leader of the Gaggle. Bumpy was assassinated five years earlier, apparently by a person who then graduated to rape and murder of a woman at the Destroyed Nesting Area. He is in jail for the rape and murder.



Friends of the White Geese had begged the Cambridge City Council to stand up to the killing of nesting geese, in the nesting area of the Charles River White Geese, probably by that now convicted murderer. We had warned that animal abusers graduate to humans. The Cambridge City Council was silent with the equivalent of a wink and a nod.

After the rape and murder, the Cambridge City Council spent an hour discussing the rape and murder. The Cambridge City Council was silent about where the rape and murder occurred, except for then Councilor Davis. Davis briefly mentioned the location, swallowed her words, looked around guiltily, and joined the rest of the Council in not wanting to know the location of the rape and murder.

The Department of Conservation and Recreation has a "Charles River Master Plan" which they lie tells people about their plans for this part of the Charles River. This lying document promised a "lawn to the river."

The project was managed by Mr. Rossi before he was appointed Cambridge City Manager. The falsely named Charles River "Conservancy" conducted a "swim in" to brag about how the improvements being made would improve swimming.

This is what was installed as Cambridge and the DCR's "lawn to the river," photographed from the Boston side.



The opening leads to the bridge shown above.

This Starvation Wall makes the playing fields the same as if they were ten miles inland. The Department of Conservation and Recreation admits it is hated by users of the playing fields.

The opening is the boat dock of the 20th Century. Its use was prevented by the installation of the pond and the bridge over it. The DCR, again with Cambridge money, is proposing to create an expensive new boat dock somewhere, apparently in place of part of the Starvation Wall. Of interest, even after the massive destruction east of the BU Bridge the DCR claims they are incapable of removing the Starvation Wall, which they got by lying they were putting in a lawn to the river. Apparently, however, the Make Work for Contractors replacement and more obstructive, boat dock can destroy some of the Starvation Wall.

On the Cambridge side, the following massive bushes were installed.

The brown / black box in the middle of the picture is at the opposite end of the bridge.

The Charles River White Geese had continued feeding at the location where they have lived most of the last 37 years. That was ended.

The Starvation Wall prevents



access to most of the river bank. This bizarre collection of bushes prevents access through the boat dock of the 20th Century. And, of course, the introduced pond loved by the Charles River White Geese has been destroyed.

In section 6, we analyze the heartless plans of Cambridge for the Destroyed Nesting Area.

To put it succinctly, the Cambridge government and the DCR have been belligerently heartless animal abusers.

The Genesis of the 2000's destruction at Magazine Beach came in a plan of the Cambridge City Manager first publicized by the predecessor to the falsely named Charles River "Conservancy" in September 1997.

About the same time as this heartless animal abuse was planned and implemented, there occurred actions which were later described by a trial judge as "reprehensible" behavior by the then Cambridge City Manager, Robert Healy. An Appeals Court panel mentioned in review of the trial record "ample evidence of . . . outrageous misbehavior". The jury did their talking with their award.

For Robert Healy's destruction of the life of Malvina Monteiro in retaliation for her working for women's rights, equal pay for equal work, the jury awarded more than a million dollars actual damages and, to show its flat out contempt for Robert Healy's behavior, ordered more than three time that in damages, \$3.5 million.

The trial judge's learned opinion in Monteiro v. Cambridge, which included extensive quotes from Mr. Healy, may be read at <http://charlesriverwhitegeeseblog.blogspot.com/2009/04/judge-issues-decision-denying.html>. The Appeals Court panel refused to dignify Cambridge's appeal by issuing an opinion. Nevertheless, they released what amounted to a non opinion opinion. It may be read at <http://charlesriverwhitegeeseblog.blogspot.com/2011/08/appeals-court-decision-in-monteiro.html>.

The Cambridge City Council showed what they thought of Healy's behavior in office, as well. The Cambridge City Council named the Police Station after him.

At least one then sitting Cambridge City Councilor when the Robert Healy Police Station was named has run around claiming to be a defender of women's rights.

Once the Charles River White Geese were confined to their Destroyed Nesting Area, they did another terrible thing, they ate. They had to nerve to cross the on ramp to Memorial Drive next to their ghetto to feed on grass under Memorial Drive.

The DCR took care of that. They ceased the pretense that the animal habitat at the Goose Meadow was a park. They blockaded this entrance that BU had illegally created in 1999 as part of the very first outrage. We strongly objected to this opening when it was created. Now, with all their other food taken from them, blockading this opening is just more heartless animal abuse.



Here are photos of the Destroyed Nesting Area of the Charles River White Geese in 2015. All of the wasteland is government manufactured. The massive tree in the first photo is on the destruction plans of the DCR. Many of the trees in the right of the second picture would be destroyed by current plans of the City of Cambridge under the euphemism of Grand Junction "improvements."



Railroad workers worked on the Grand Junction next to the Destroyed Nesting Area. They were too lazy to commute from the area under Memorial Drive through the nesting area to their work. So they parked in the most precious part of the Destroyed Nesting Area. And they dumped crushed rock into the land which had been rendered bare by the destruction of Robots of the DCR when the Robots destroyed ground vegetation which had the nerve to be growing without being planted by contractors.



Friends of the White Geese complained to the Cambridge Conservation Commission. The CCC told the DCR to require responsible parking by the railroad workers. The DCR told the workers to move out of the tiny part of the Destroyed Nesting Area in the jurisdiction of the Cambridge Conservation Commission and to continue otherwise parking, AND DESTROYING, as they pleased.



When the workers left, "somebody" dumped even more crushed rock into the heart of the ghetto of the Charles River White Geese.

The outrages of January 2016 by Cambridge and the DCR are reported in detail in our videos at <https://www.youtube.com/watch?v=pTpICCEJP7o>, (Memorial Drive Destruction, Final Cut) and <https://youtu.be/dWyCdcWMuAA>, (Nature and Beauty Ripped Out along the Charles River, analysis by an international expert).

One of the many very terrible things done by Cambridge and the DCR in January 2016 was destruction of every tree on the banks of the Charles River across from the nearby Hyatt Regency Hotel, destruction which is analyzed in both videos.

A gentleman we have never met, Eddie Sarno, did a documentary on their middle of the night feeding by the Charles River White Geese across from the Hyatt Regency. It posted at <https://www.youtube.com/watch?v=C2-xSIYrB5o>. The DCR and Cambridge took care of that food.



This is the shore at the Hyatt Regency in December 2016.

These stones serve the same purpose as the starvation wall. The Charles River White Geese cannot cross them.

The DCR, in its sanctified Charles River Master Plan, has a goal of killing or driving away all resident animals.

They, and Cambridge, have taken away the last food of the Charles River White Geese from them.

6. The Real Game – M.I.T.'s Updated Inner Belt.

Following is a state aerial / satellite photo of the key area.



In 2003, the MBTA in a badly justified study, proved that an off ramp can be built from the Mass. Pike to Cambridge over the Grand Junction Bridge across the Charles, under the BU Bridge.

In the upper left of the picture is the Mass. Pike (I90). The upper portion is the inbound / Eastbound side. Just below it is the outbound / Westbound side.

The MBTA study ran a ramp from the eastbound side over I90 to the Grand Junction Bridge. A ramp from the Grand Junction Bridge to the outbound side is simple.

The MBTA study called for adding a lane to the Grand Junction Bridge to its left / east, by cantilever construction. The right / west of the two track beds would be returned to rail use. The left / east of the existing track beds would be used for southbound traffic. The cantilevered / added far left lane would be used for northbound traffic.

Connection to Memorial Drive would be accomplished by a ramp through the Wild Area to Memorial Drive east, and a ramp through the area where Waverly Street has been built would connect to Memorial Drive east and west through the BU Bridge rotary.

Following is a photo of the end of the Grand Junction Bridge in Boston, taken from the BU Bridge. The green sign straight ahead is above the Mass. Pike (I90).



The area to the right bottom shows the unused western train channel. The wall which is on the right hand side is more clearly shown in the above photo to the right as well.

This right half of the bridge would return to use for rail operations. The left half of the bridge would be used for westbound traffic, and the added, cantilevered, lane would be used for eastbound traffic.

The exit ramp would follow the Grand Junction up its right of way as far as builders want.

The vaguely white area straight ahead in the photo shows on the overhead photo as somewhat of a parking area.

Construction plans for the “Waverly Connector”, now Waverly Street, (see MIT plan below) included a fairly extensive tree planting plan which has not been implemented. We commented to a developer type that the proposed locations for trees EXACTLY left room for ramps from MIT’s updated Inner Belt to the Waverly Connector.

Somehow the trees did not get installed YET.

This MIT plan brings the area between the Charles River and MIT turf into more clarity. MIT turf is above and to the right.

A whole bunch of destructive projects fit the plan perfectly. Others could be just contractor make work with no relation other than part of overall pig slop from a feeding trough.



Grand Junction path routing options near the BU Bridge

12

1 Amesbury Street. To connect to the Dr. Paul Dudley White Bike Path and points east, multi-use path users may utilize the existing rail crossing at Fort Washington Park to access the Vassar Street bike lanes and Amesbury Street. Amesbury Street offers a low-stress connection to the Dr. Paul Dudley White Bike Path (due to low traffic volumes) but will require an additional crossing on Vassar Street. Since the intersection of Amesbury Street and Memorial Drive is a grailized multi-use path users can safely cross Memorial Drive and access the Dr. Paul Dudley White Bike Path at this location.

3 Memorial Drive Underpass. Insufficient space between the railroad tracks and the parcel line for the building at 640 Memorial Drive along with herd generator structures present obstacles for path continuation. Further analysis is necessary to determine if there are potential feasible solutions to this constraint. Southward sufficient space exists to continue the path through the existing tunnel under Memorial Drive, assuming the single track configuration remains.

The Grand Junction is diagonal, beginning between the Goose Meadow and the Wild Area and extending at the upper right to MIT territory.

The “Proposed Grand Junction Path” by no coincidence widens the right of way and would fit the widened Grand Junction Bridge. It is the stalking horse for MIT’s updated Inner Belt. With stereotypic lack of candor (to be nice), MIT recently “agreed” to build the portion roughly between Memorial Drive and Waverly Street.

The connector from the bike path to Vassar Street on the Ft. Washington Crossing at the upper right in the above MIT plan is a proposed end of the bikeway. The bikeway would travel to the west on Vassar Street and turn on Amesbury Street (#1 on the MIT Plan) and connect to Memorial Drive.

Friends of the White Geese propose connecting to the bend of Vassar Street (in the MIT plan) by a minor taking, then to Memorial Drive.

Here is a photo of the area we propose for the taking.



The path marked #4 in the MIT plan, in the middle of the Goose Meadow, was sneaked into the infamous Davis letter which gave the apparently deliberately false impression that it concerned the right turn onto the River Street Bridge.

The stalking horse for the updated Inner Belt is a bikeway. MIT uses the con game name for it.

Here is the 2006 plan from the Cambridge Development Department package showing construction in the Wild Area.



From the same package, here is a blow up of the portion of the supposed bike highway to destroy the Nesting Area. On the next page is the real photo of the short leg aimed at Memorial Drive, the lower of the two parallel lines in this plan. The upper line of



the two parallel lines is the main supposed bike highway. The plan, as spelled out above, calls for a fence in the middle of the supposed public improvement. The fence shows in the plan above. It would prevent movement by resident animals between the Goose Meadow, bottom, and the Wild Area, top.

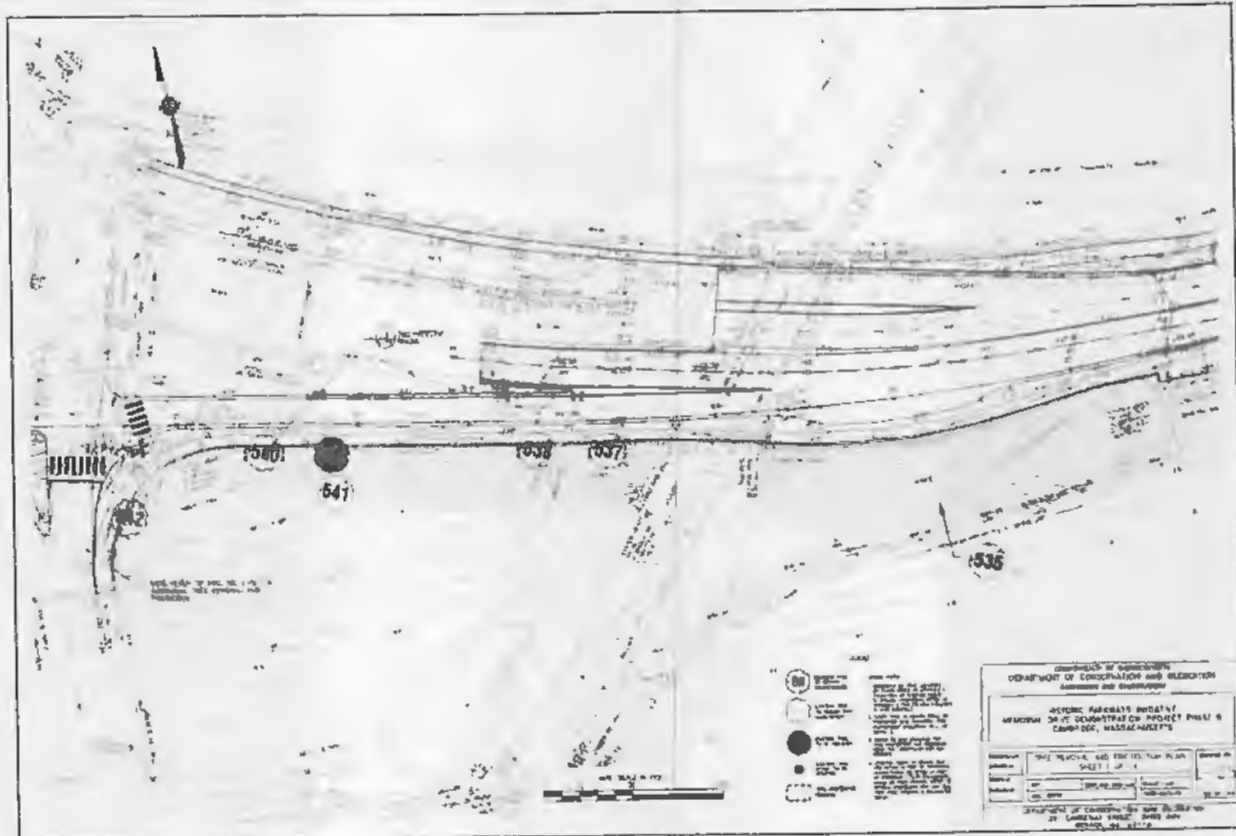
Note all the trees showing in the above plan to the right. As is common, tree destruction is not documented. Just more heartless animal abuse.

This stairwell was illegally constructed here by Boston University for the DCR in November 1999. BU denied doing it until they were condemned by the Cambridge Conservation Commission for it about six months later. BU then blamed six months of lies on the Secretary of their President. BU did not announce any sanctions on the secretary for six months of lies.

Below is that portion of the destruction plans of the DCR / Cambridge January 2016 Charles River outrage which are applicable to this area. It shows exactly one tree NOT DESTROYED in the Wild Area, and no other trees remaining in the Wild Area.



At the top is Memorial Drive, the diagonal lines are the Grand Junction. To the left is the Goose Meadow. To the right is the Wild Area. The tree that would NOT BE DESTROYED is identified by the circle with the number 535 in it.



And here are currently accurate photos of the Charles River frontage of the Goose Meadow and of the Wild Area. They were taken from the BU Bridge before the 2016 destruction. Note the above plan which shows exactly one not destroyed tree in the Wild Area.

The tiny figures are flotillas of the Charles River White Geese, hunting for food. The Grand Junction Bridge shows in both photos. That should be the BU Bridge to the bottom left of the left photo. The proposed cantilevered construction would be done to the right of the Grand Junction bridge, in the right photo.



Sincerely,

Robert J. La Tremouille, Individually and as
Chair, Friends of the White Geese