

From: Jamie Simpson [<mailto:jamie2@fastmail.fm>]

Sent: Tuesday, February 06, 2018 10:41 AM

To: Strysky, Alexander (EEA)

Cc: advocacy@thecharles.org

Subject: Mass Pike reconstruction in Allston - please include improvements for pedestrians, bikers, and commuters

Matthew Beaton, Secretary of Energy & Environmental Affairs
Executive Office of Energy & Environmental Affairs

Attn: MEPA Office

Alex Strysky, EEA No. 15278

100 Cambridge Street, Suite 900

Boston, MA 02114

alexander.strysky@state.ma.us

Dear Secretary Beaton,

Normally when I get a "stock letter" (like the one below) from a group I'm interested in, I edit it to make it more "from me." But the Charles Conservancy's letter below is thorough, comprehensive, and very much aligned with my own vision for a more just, fair and livable city for all of Boston's residents and visitors for decades to come. Please work to make this vision a reality.

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 While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions. JCS-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 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. JCS 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:

- Build West Station with two-track service in the first phase of the project JCS-6
- Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept JCS-7
- 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. JCS-8
- Consider how this can be done both as part of the I-90 project or in a subsequent project. JCS-9
- 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. JCS-10

Other additional issues you may want to include:

- 5. Reduce the number of lanes in streets throughout the proposed urban grid to create a safer environment more conducive to walking and biking. JCS-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. JCS-12
- 7. Fully evaluate the possibility of shifting the rail lines away from the abutting homes and creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River. A simple barrier wall is insufficient mitigation for the Environmental Justice community that is so heavily burdened by the air pollution, noise pollution, and vibration impacts of the highway and rail. JCS-13
- 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. JCS-14
- 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. JCS-15
- JCS-16

Sincerely,

James C. Simpson
1 Fairfield St
Boston, MA 02116

From: Jason Margolis [<mailto:jmargo3@yahoo.com>]

Sent: Tuesday, February 06, 2018 1:19 PM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: Suggestion for path along Charles River

Hi Alexander,

JMAR-1

I'm a runner and cyclist in Boston. I also work at WGBH in Brighton. I'd like to add my support to Walk Boston's ideas to "Unchoke the Throat."

I've run and biked along that stretch countless times. It's not just unpleasant, but dangerous as cyclists and runners are in competition for narrow real estate. I think Walk Boston has presented to very reasonable solutions.

<https://www.facebook.com/walkboston/videos/1768276343191405/>

Thank you for your time.

Best,
Jason Margolis

From: Joel A Feingold [<mailto:joelafeingold@me.com>]
Sent: Tuesday, February 06, 2018 6:17 PM
To: Strysky, Alexander (EEA)
Subject: I-90 / West Station

Dear Mr. Strysky,

When plans for the revised Mass Pike route were announced I must confess I raised an eyebrow.

* Putting it plainly, foregoing West Station is a plan for now, not the future. Spending hundreds of millions without making it useful for tomorrow makes no sense in our current revenue limited environment.

* Knowing that the property abutting West Station / I-90 route is URBAN, we know that mass transit, biking and walking will be crucial for residents both in the new development and in surrounding communities of Boston University / Brookline, Harvard University and Cambridge.

* Building West Station now will also be a huge incentive for private developers to invest. It is too big an opportunity to miss.

I urge you and the others involved in the process to include building West Station as part of the immediate work on the I-90 interchange. JF-1

Thank you,

Joel A Feingold
Joel Feingold Presents LLC
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Brookline, MA 02446
o. +1 617-277-1149
c. +1 508-308-5408
www.joelfeingoldpresents.com

From: John Shreffler [<mailto:shreffler0@gmail.com>]
Sent: Tuesday, February 06, 2018 6:11 AM
To: Strysky, Alexander (EEA); Cerbone, James (DOT)
Cc: Neil Wishinsky; nheller@brooklinema.gov; bfranco@brooklinema.gov; bgreene@brooklinema.gov;
Heather Hamilton
Subject: I-90 Malvern Street Bridge

I am writing to express my concerns about the proposed Malvern Street Bridge included in the Allston I-90 project. I am a resident of North Brookline and serve as a Town Meeting Member for Precinct Two, which is centered around Pleasant Street between Commonwealth Avenue and Coolidge Corner. Speaking both for myself and my constituents, I want express my concerns about this project.

JSH-1

As I understand it, this bridge was originally conceived as a bicycle and pedestrian bridge. No one has any problems with that. Recently, there has been talk of expanding the project to allow buses and shuttles. I oppose any such expansion not specifically restricted to MBTA vehicles as part of the proposed West Station. Our North Brookline street grid was laid out before World War One for light residential use and is already overburdened from the dense development we have experienced. This overdevelopment is ongoing and increasing in tempo. Even if it were possible to restrict vehicular use to shuttles, that would still place an undue burden on an already clogged road grid. Moreover, such use would take control out of public hands and hand it over to private entities exclusively serving their own clientele. Finally, if such a system were put in place, it would inevitably lead to the bridge being opened to general vehicular traffic. The extra traffic generated would be around 20,000 extra cars per day. Our street grid is incapable of absorbing such an impact.

Thank you for your attention to this.

John Shreffler TMM 2

60 Browne Street, Apt. 6
Brookline MA 02446
(617) 232-0466 (home)
(857) 218-0822 (cell)
john@shreffler.com

From: Kathleen Duffy [<mailto:klduffy86@gmail.com>]
Sent: Tuesday, February 06, 2018 5:52 PM
To: Strysky, Alexander (EEA)
Cc: advocacy@thecharles.org
Subject: I-90 Interchange Reconstruction Project

Dear Secretary Beaton,

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

Under the Global Warming Solutions Act, Massachusetts must cut its greenhouse gas emissions by 25% below 1990 emissions levels by 2020 and at least an 80% reduction by 2050. I appreciate that in 2017 you and MassDOT Secretary Pollack held a series of listening sessions to discuss reducing greenhouse gas emissions from the transportation sector. While the Allston DEIR is an improvement over the existing dreadful conditions, it recreates an outdated 20th-century car-centered transportation system incompatible with such a reduction in emissions. KD-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. KD-2 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. KD-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 KD-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept KD-7
3. Study how separate paths for biking and walking can be provided in the entire section of Charles River Parkland from the River Street Bridge to the BU Bridge, including the "throat," for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during construction and as a permanent structure) and the use of fill, and how to mitigate impacts on the river by restoring today's degraded bank into a "living shoreline" of native vegetation. Consider how this can be done both as part of the I-90 project or in a subsequent project. KD-8
KD-9
4. Construct new footbridges near Agganis Way and Amory Street that cross over the highway and link Commonwealth Ave in Boston and Brookline to the Charles River parkland to further encourage commutes by bike. KD-10
5. 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. KD-11
6. 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. KD-12

Best,
Kathleen Duffy



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February 6, 2018

Mr. Matthew Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
Attn: Alex Strysky, MEPA Office
EEA No. 15278
1200 Cambridge Street, 9th Floor
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Re: I-90 Allston Interchange Draft Environmental Impact Report

Dear Secretary Beaton:

Thank you for the opportunity to comment on the critical Allston I-90 interchange project. We write on behalf of Kendall Square Association, a business civic organization with 175 members. Sixty-six thousand (66,000) people live and work in the Kendall Square area. Many of the most dynamic companies and institutions in the world and at the core of the Commonwealth's innovation economy are resident in Kendall Square, including MIT, the Broad Institute, Google, Microsoft, Akamai, Facebook, Biogen, Sanofi Genzyme and many more.

There are more than 11.7 million square feet of laboratory space in East Cambridge, 5.7 million SF added since 2000. The vacancy rate is 0.2% and rents are over \$80 PSF NNN. There are also 11.2 million SF of office space in East Cambridge, now renting at \$75 - \$85 PSF gross, primarily in Kendall Square. Ninety-four percent (94%) of the 7.3 million SF of proposed, permitted, under-construction, or just-completed development in Cambridge is located in East Cambridge.

The location and concentration of this explosive economic growth is essential to its strength. The innovation economy rests on its adjacency and connection to key research institutions, like MIT and the Broad Institute, the desire and ability of the skilled workforce to reach this urban core location, and the range of companies from start-ups to the world's largest, both for collaboration and as a draw for the highly-educated employees.

The only way this growth can work is with reliable and robust transportation systems. It is not possible to sustain Kendall's growing contribution to the Commonwealth's economy by adding more vehicle capacity on surrounding roadways. The Red Line is the single most important component of Kendall's success in providing access for its employees, while managing to keep vehicle traffic stable, despite the massive growth in employment in the area. When the



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Red Line was extended in the 1980's, no one could have predicted the major shift in the economy to knowledge-based endeavors or the concentration and scale of industry in Kendall Square, much less the essential role that the Red Line plays in the supporting this economic vitality, but we are certainly glad the Commonwealth made that investment.

We provide this background because we believe that the Commonwealth has the same kind of opportunity in Allston. What began as a necessary highway repair for the deteriorating I-90 viaduct could either support a bygone model of single occupancy vehicle commuting or take the initial steps in delivering the essential transportation infrastructure to allow the regional economy to grow in the next ten to twenty years.

In addition, the infrastructure and service that we recommend directly support the GHG emission, transportation mode split and "smart growth" goals that MassDOT has set for itself. A highway viaduct project with a rail layover yard does not bring the Commonwealth closer to the kind of sustainable transportation system it has committed to.

The modeling assumptions, demand and ridership analysis must be revised. A more complete and robust transit analysis is necessary to explore this opportunity. The dynamic changes in the local economy and future land uses are not reflected in the analysis contained in the DEIR.

There are many things the proposed project does right: broad community participation, thoughtful urban design resulting in complete urban-style roadways, retaining train storage space in an important location for the region and placement of a multi-modal transit station in the center of the project. Unfortunately, the preferred alternative and, in particular, its limited near-term scope and sequencing fails to deliver on its promise as a key portion of the metropolitan transportation system. We are concerned that as proposed, this project may significantly impede future regional connectivity and thus discourage the type of investment in the innovation economy that we have seen in Kendall Square.

West Station

The preferred alternative calls West Station a "neighborhood-oriented" commuter rail station with a terminal bus station and circuitous connection for bicycles and pedestrians. The central strength of West Station is not to capture residential neighbors looking to escape the Green Line or even to provide a commuter rail stop for development in Beacon Park Yard, although this is certainly one of its benefits. The strength of West Station is its role in connecting across the innovation arc of the metropolitan region. It can immediately facilitate north-south bus routes, connecting Allston, Harvard and Boston University to Kendall Square and MIT to

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the north and to Longwood Medical Area (LMA) to the south. West Station can intercept commuter rail passengers that currently go to South Station only to ride the Red Line back out to Kendall Square, wasting time and taking up space on over-crowded subway trains, potentially deciding that driving is a better alternative.

It is essential to build the transit-only roadway connection when the Malvern Street pedestrian and bicycle viaduct is constructed from West Station to realize this short-term vision. Frequent bus service can achieve what rail and automobile-oriented solutions cannot in this location and at a fraction of the cost associated with tunnel solutions. Additional improvements on local roadways will be needed, but West Station's bus connection is the first step in opening up the innovation arc.

West Station is key to a near future using the Grand Junction rail line as an urban rail connection that can take commuters off regional highways, reduce congestion on local roads and deliver employees directly to where they are trying to go. The Grand Junction right-of-way can accommodate urban rail and a bicycle and pedestrian path that are being designed for construction in Cambridge. West Station is the nearest location to Kendall Square for a switch from bus or commuter rail to a future urban rail and multi-use path that can serve commuters going to Kendall Square and MIT, all the way to North Station and Mass General Hospital. Losing this critical fulcrum of regional transportation until 2040 not only sells the opportunity at Allston short, but also consigns regional roads to devolve into gridlock, slowing economic growth for the Commonwealth. Improving intersections in the project area is a good thing, but the nearby roads in Cambridge and Boston cannot absorb the growth in automobile traffic needed for employees to reach rapidly growing businesses in Boston and Cambridge, thus a multi-modal approach to the I-90 project is essential.

Using the West Station area for a train layover area makes sense, but doubling the proposed eight(8) train sets to sixteen (16) in place of West Station is likely to doom the future construction of the station. It seems unlikely that new locations for these additional layover tracks will be easier to find in the future than currently.

Throat-Area Alternatives

There are a variety of advantages and disadvantages to each of the so-called throat-area alternatives - the highway viaduct that is the MassDOT preferred alternative, the at-grade solution and the Grand Junction viaduct above the highway.

Highway Safety - The primary benefit of the highway viaduct is its conformance with AASHTO highway standards. However, this is only a small stretch of highway (0.6 miles). The existing condition is a four lane, 48-foot cross section, with 11.5-foot lanes and 1-2 foot shoulders and no breakdown lane. This is the typical condition for

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the Turnpike roadway to the east. Recent Turnpike roadway construction projects to the east of this area have retained widths of as little as 44 feet, with 10.5 lanes. The highway viaduct solution retains the existing elevated highway, while the at-grade and the Grand Junction viaduct solutions both remove this condition. A straighter, flatter highway with existing roadway dimensions will be safer than the existing conditions of the Turnpike in this area.

Grand Junction Bridge over Soldiers Field Road - The at-grade and Grand Junction viaduct alternatives require the replacement of the existing single-track Grand Junction Bridge over Soldiers Field Road, whereas the highway viaduct avoids this improvement. This 90 year-old bridge is at the end of its useful life and will need to be replaced in the next few years. This replacement is a feature and an opportunity, not a burden, as the urban rail connection that Kendall Square desires should have a two-track profile, with an adjacent community path. In addition, the new bridge over Soldiers Field Road provides the opportunity to connect to and make improvements to a difficult portion of the Paul Dudley White Path under and around the BU Bridge.

Bicycle and Pedestrian Connections to West Station- The Grand Junction viaduct alternative provides an opportunity to carry the Grand Junction bicycle and pedestrian path directly to West Station. The at-grade solution provides an opportunity for a similar bicycle-pedestrian connection toward Boston University and West Station. The highway viaduct alternative cannot provide this connection, without going over the highway viaduct, forcing the connection past the throat area to South Cambridge Street.

The Paul Dudley White Path and the Charles River Open Space- The DEIR emphasizes minor differences in path widths and parkland changes. The opportunity to create parkland is not just to expand an 8.5-foot pathway to 12 feet, but rather to improve the soft-edge of the riverbank and create a beautiful Allston esplanade. This creative step is allowed under all throat alternatives.

Costs - The at-grade alternative first cost estimate is lower than the other alternatives and a life cycle estimate should increase its cost advantage. The higher-cost highway viaduct alternative does not even include the costs of replacing the Grand Junction Bridge. This just puts off a bridge replacement that will be required in just a few years. The costs and inconvenience associated with closing the Grand Junction is a near term cost that must be borne, although the three-year estimate for taking the Grand Junction out of service seems excessive, given the swiftness of other bridge replacements in the Commonwealth.

Given the scope and cost of the project under any of the alternatives, it would be very disappointing to see the Commonwealth move forward with the narrowest scope highway project, reproducing for 50 - 100 years far too many of the poor conditions that exist today. Please do not ignore the reality of the new knowledge-economy and

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its dynamism. MassDOT can play a critical role in supporting economic growth in the Commonwealth. This is a core role of state government, one that no other organization can play.

Thank you again for the opportunity to provide comments on the important project.

With Regards,

C. A Webb
President

Kelley Brown
Co- Chair, Transportation Committee

Sarah Gallop
Chair, Board of Directors

Tom Evans
Co- Chair, Transportation Committee

cc: Secretary Stephanie Pollack
Mayor Martin Walsh, Boston
Mayor Marc McGovern, Cambridge
City Manager Louis DePasquale, Cambridge
State Senator Sal DiDomenico, Middlesex and Suffolk District
State Senator Joe Boncore, First Suffolk and Middlesex District
State Representative Jay Livingstone, 8th Suffolk district
State Representative, 26th Middlesex District

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From: Andrew Wardly <andrew@wardly.com>

Sent: Wednesday, February 7, 2018 10:55 PM

To: Stryisky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: Re: Comments on redesign roadways and of "throat" along Storow Drive

Previously sent with typos. . .

Dear Mr Stryisky,

I am writing you as someone who has ridden down the pathway in Allston many time on my way to work from Newton to Cambridge.

I urge you to consider the design improvements advocated for by the "Walk Boston" and I would also like to suggest moving bikeways/walkways under the bridges crossing the Charles River just as it is done by the BU bridge. A number of those road crossings are very dangerous and for a long time have been missing crossing signals.

ANW-1
ANW-2

Looking forward to a bike/walk/rollerblade friendly future extended from the beautiful Esplanade.

Sincerely,

Andrew Wardly

Newton

From: annasnes@comcast.net <annasnes@comcast.net>

Sent: Wednesday, February 7, 2018 5:06 PM

To: Strysky, Alexander (EEA)

Cc: Daniel P Asnes

Subject: Regarding EEA #15278

AA-1

Dear Sir:

I understand that changes are being considered for the area along the Charles River from Soldiers Field Road to the B.U. Bridge. I hope that you will prioritize nature and people's need for access to beauty, safe walking paths and bikeways as you finalize plans. I encourage you to think like Frederick Law Olmstead and lay out a vision that will work far into the future rather than a huge roadway that considers cars and trucks only.

Sincerely,
Ann Asnes
185 Bellevue Road
Watertown, MA
02472

From: [Greaney-Williams, Ann](#)
To: [Strycky, Alexander \(EEA\)](#)
Cc: comments@walkboston.org
Subject: The MassPike will be straightened out near the Allston/Cambridge exit/ Allston Innovation area
Date: Wednesday, February 07, 2018 4:21:36 PM

Hi,

I just wanted to add a comment for the MassPike/Allston area redevelopment project. I'm an employee of Harvard University that commutes from Jamaica Plain, near Roslindale. My big concern about this redevelopment is that there doesn't appear to be any plan for cross-town transit, via the MBTA. The only bus available leaves from the Brookline area, and there doesn't appear to be anything from the Ruggles area cross town to Allston. When I did a trip planner on the MBTA website, it showed that I had to travel to Harvard Square then out to Allston to reach where the new innovation area will be for HU; the trip estimated at 2+ hours. There also doesn't appear to be a plan to expand HU shuttle service from the Southern side of Boston, but rather only paths from the Northern suburbs of Boston and Cambridge. The bus, from my house would also take an hour and half to get two and from work. Is there any plan to create better and more cross-town transit that would take folks from the South/Southwest across Boston to Allston, that might expedite this trip without having to buy a car? Connections to trains (Orange) and commuter rail would help folks commuting to the Allston area from the south/southwest and the southwest Boston corridor.

ANNW-1

ANNW-2

Also, I wanted to weigh in on the pedestrian/bike access question for the area. If I'm working there, it would be great to have pedestrian friendly-ness heightened in this area and bike paths that are separate from the roadways. When I lived in the Allston area, I was hit by a car on my bike. It's generally, really dangerous for bikers, and cars don't really consider bikers equal members of the roadway. So...if you can improve that along the riverway and elsewhere in Allston. That would be great.

ANNW-3

Ann Williams

From: [Bill Nigreen](#)
To: [Strycky, Alexander \(EEA\)](#)
Cc: projects@livablestreets.info
Subject: Comments on the Draft Environmental Impact Review (DEIR)
Date: Wednesday, February 07, 2018 9:33:45 AM

Dear Sir,

More and more of us in the Commonwealth are learning to live happily without cars. Not only does this unclog our streets but it gives me a particular perspective on the opportunities presented by the Allston I-90 Interchange project.

1. Please bring the viaduct down to surface level to allow much better connections for bicyclists and pedestrians to and from the Charles River. BN-1
2. There is an unprecedented opportunity to improve biking and walking along the Charles River, especially at the choke-point near River Street. BN-2
3. We need to build West Station now as part of the key strategy of transit-oriented development BN-3
4. Including safe, human-scaled streets in the new neighborhood will create a terrific new place to live. BN-4

This is a once-in-a-lifetime opportunity to permanently improve the infrastructure of Boston. It is vital to do it in accordance with the principles of best cities of the future. Proper design and investment now will have a tremendous payoff in years to come.

Thank you,

Bill Nigreen

7 Fayette Street
Boston, MA 02116
(617) 338-5368
www.Nigreen.com

From: Blakely Sullivan <sullivus@hotmail.com>
Sent: Wednesday, February 7, 2018 7:49 PM
To: Strysky, Alexander (EEA)
Subject: Comments on I-90 Allston Interchange DEIR

The reconstruction of the I-90 Interchange in Allston is a once in a lifetime opportunity to improve our city. We have the opportunity to change this section of Boston from a blight to an asset benefiting all of us who live, work, and play in Boston. It is essential that we take advantage of this opportunity to do things correctly.

First and most importantly, West Station should be built as soon as possible, not in 2040. With BLS1-1 Boston consistently ranked as one of U.S. cities with the most traffic it is important that we provide alternate ways for people to transverse the city. And with Boston also consistently ranked as one of the most expensive U.S. cities improving public transit options is essential to keeping Boston affordable for those of us who choose to save money by taking public transit instead of owning cars. West Station should also be built to ensure that new housing built in that section of Allston can be transit-oriented, reducing car ownership in nearby communities.

This development should also improve transit options for cyclists and pedestrians. Currently, the BLS1-2 plans for the proposed street grid are too wide and could pose a safety challenge for walkers and bikers. Building Harvard's proposed "People's Pike" pedestrian and bicycle path will make it easier for Boston residents to walk or bike through the area. This will make it easier for people to get around without cars and make it easier for Boston residents to be more active, helping our city to be healthier and happier!!

Thank you for your time and consideration.

Blakely Sullivan
44 Wilmington Ave.
Dorchester, MA 02124
sullivus@hotmail.com

From: Blakely Sullivan <sullivus@hotmail.com>
Sent: Wednesday, February 7, 2018 7:30 PM
To: Strysky, Alexander (EEA)
Subject: Comments on Allston I-90 DEIR

The moving of the I-90 Interchange in Allston provides a once in a lifetime opportunity to improve our city and prioritize those of us who live, work, and play in Boston over vehicle traffic.

We can re-design this section of Allston to incorporate parks, public transit, bike, and pedestrian paths. To make it something of value in our community instead of a blight on the neighborhood.

Specifically, the plan should include construction of West Station now, not in 2040. With Boston consistently ranked as a top 10 US city for traffic congestion we need to prioritize alternate forms of transportation to improve the quality of our daily lives (and yes, reduce emissions from traffic congestion). West Station also needs to prioritize crosstown bus connections. This can serve as an important link for travelers between Cambridge, BU, Brookline, the Longwood Medical Area, etc. BLS2-1

The redesign should also prioritize connectivity for cyclists and pedestrians. Current plans for the proposed street grid are too wide and are potentially dangerous for walkers and bikers. It should also all for the creation of the Harvard's proposed "People's Pike" pedestrian and bike paths between Franklin Street and the Charles River. A footbridge on Franklin Street is also essential for Allston residents who will be biking and cycling. All of these improvements will help decrease traffic congestion in our city and make it easier for people to walk and bike. This should result in a healthier and happier population! BLS2-2 BLS2-3

From: Brandon Cardwell <brandoncardwell@gmail.com>

Sent: Wednesday, February 7, 2018 11:39 PM

To: Strysky, Alexander (EEA)

Subject: EEA No. 15278 - I90 Allston

Secretary Matthew Beaton,
Executive Office of Energy and Environmental Affairs, Attn: MEPA Office
Alexander Strysky, EEA#15278
[100 Cambridge St., #900, Boston MA 02114](mailto:alexander.strysky@state.ma.us)
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. BCAR-1

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study. While it is commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, it is unacceptable that MassDOT's Allston DEIR perpetuates out-dating thinking (using valuable acres of urban land for rail layup) while it should instead support better mid-day service, construction of West Station in the first phase, and steps to move forward with passenger service on the Grand Junction. BCAR-2 BCAR 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.
2. Build
3. West Station with two-track service in the first phase of the project BACR-6
- 4.

- 5.
6. Rebuild
7. the highway at-grade in the "throat" using the A Better City (ABC) concept BCAR-7
- 8.
- 9.
10. Reduce
11. the number of lanes in streets throughout the proposed urban grid to create a BCAR-8
safer environment more conducive to walking and biking.
- 12.
- 13.
14. Study
15. how separate paths for biking and walking can be provided in the entire section of BCAR-9
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
16. a boardwalk (both temporarily during construction and as a permanent structure) BCAR-10
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
17. as part of the I-90 project or in a subsequent project.
- 18.
- 19.
20. Construct
21. new footbridges near Agganis Way and Amory Street that cross over the highway BCAR-11
and link Commonwealth Ave in Boston and Brookline to the Charles River
parkland to further encourage commutes by bike.
- 22.
- 23.
24. Introduce
25. new North-South bus routes that cross over the highway and connect North BCAR-12
Allston and Commonwealth Ave, and by extension Harvard Square and
Longwood.
- 26.
- 27.
28. Fully
29. 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 BCAR-13
Harvard Ave to West Station and over the at-grade highway to the Charles River.
A simple barrier
30. wall is insufficient mitigation for the Environmental Justice community that is so BCAR-14
heavily burdened by the air pollution, noise pollution, and vibration impacts of the
highway and rail.
- 31.
- 32.
33. Study

34. 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.

35.

36.

37. Evaluate

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

39.

Sincerely,

Brandon Cardwell

255 Pearl St #2, Cambridge, MA 02139

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 Frances Shedd Fisher
 Chobee Hoy
 Fred Perry



Grassroots Support for a Green Community

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

February 7, 2018

Dear Secretary Beaton:

Brookline GreenSpace Alliance, a 30 year old environmental organization in Brookline, Massachusetts dedicated to the preservation and enhancement of urban green space, is asking that you require a Supplemental Draft Environmental Impact Review of the Allston I 90 Interchange Project.

BGA-1

We believe that the construction of West Station will decrease congestion and pollution, and provide for a healthier environment, and therefore the impact of providing public transportation should be further analyzed with an eye toward making the Station part of the current phase of the project. A thoughtfully conceived and carefully executed north-south bus corridor at West Station that also provides for bicycle commuting will allow enhanced cross-town connections to Cambridge, the Longwood area, BU and Brookline, and not only improve the current over-trafficked areas but be part of the solution for future growth.

BGA-2

We are greatly concerned that construction of a new, expanded viaduct will have deleterious effects on the Charles River parkland and further cut off one of Boston's most important urban parklands from our neighborhoods. A SDEIR should include opportunities for new bicycling and walking connections so that outdoor recreational/commuting options are enhanced along, and to, the Charles River. By making a modest extension of the shoreline, safe separated paths for walking and biking along the Charles could be created and a gradual slope at the river edge could improve wildlife habitat and help to naturally clean storm water before it reaches the River. As an alternative, building a boardwalk, as suggested in the "unchoke the throat" concept designed by Sasaki with WalkBoston and the Charles River Conservancy, would provide a healthier pedestrian/cycling option a little further away from the pollution of the highway.

BGA-3,4,

Monies saved by building the highway at grade can be applied to the construction of West Station; improved, expanded parkland that provides safer outdoor recreational and commuting opportunities; and new footbridges over the highway and rail lines that connect Commonwealth Avenue and Brookline to an improved river's edge park.

Our public works projects should reflect a desire to improve the environment and meet commitments to climate agreements. To create livable cities, modern mass transit and alternative transportation solutions and exposure to green are vital. The I-90 Project must take environmental considerations into account and bring us a step closer to commitments to a cleaner, healthier future. Please require a SDEIR that more carefully explores the environmental implications of decisions made by MassDOT and their long term impacts on our opportunities to enjoy green space in a dense urban setting and to improve our quality of life.

BGA-5

Thank you,
 Brookline GreenSpace Alliance
 Arlene Mattison, president
 on behalf of the Board of Directors

From: Cathy Brennan <cathybrennan60@yahoo.com>

Sent: Wednesday, February 7, 2018 10:32 PM

To: Strysky, Alexander (EEA)

Subject: Allston interchange

I am an Allston resident who uses the Charles River bike bath on a regular basis. I urge you to take the long view and expand the walking and biking paths.

We need safe and separate walking and biking paths along this section of the Charles. CBRE-1

Please think environmentally and uncooked the throat!

Cathy Brennan

Sent from my iPhone

From: Charles Bent <cqbent@gmail.com>
Sent: Wednesday, February 7, 2018 11:25 PM
To: Strysky, Alexander (EEA)
Subject: Allston I-90 Interchange Improvement support

I want to add my support for CRC and WalkBoston's proposals for prioritizing pedestrian, bike and rail access in relation to the Allston I-90 Interchange Improvement project, including grounding the roads and removing the viaduct. This section of the Charles River is a major choke point and an unfriendly environment for pedestrians and cyclists. I know this too well because I commute by bike to and from Boston on this stretch often. The I-90 Interchange project is a once in a lifetime opportunity to fix the mistakes made years ago by city planners and return this section of the river back to a pedestrian, resident and cyclist friendly environment. CBN-1

Charles Bent
36 Shea Road
Cambridge, MA 02140

From: Charles Dietrick [mailto:charles.dietrick@earthlink.net]

Sent: Wednesday, February 07, 2018 12:46 PM

To: Strysky, Alexander (EEA) <Alexander.Strysky@MassMail.State.MA.US>

Cc: Cerbone, James (DOT) <James.Cerbone@dot.state.ma.us>; joseph.boncore@masenate.gov; citycouncil@cambridgema.gov

Subject: MassDOT's I-90 Allston Interchange Project DEIR

Dear Mr. Strysky:

Please take my considered opinion into consideration.

CHD-1

I favor keeping the right turn exit from Soldiers' Field Rd to the River St bridge and Cambridge and I think it also necessary that we improve the existing pedestrian and bicycle path through that area as well.

Best wishes,

Charles Dietrick

From: Chris Porter <cdptrans@gmail.com>
Sent: Wednesday, February 7, 2018 5:34 PM
To: Strysky, Alexander (EEA)
Subject: Allston I-90 Interchange DEIR

Hi,

I am writing to provide comments on the above-referenced study. I think that costs could be saved by not rebuilding the viaduct, and instead using surface options to accommodate the various modes. Cost savings could be redirected towards accelerating a new train station and improving multi-modal connections. Near-term improved transit and multi-modal connections could help form a great new neighborhood along the lines of Assembly Square. This could be another important element to increasing the supply of housing and employment sites in the Boston area to reduce our insane housing and real estate costs, and support job growth, while also reducing vehicle traffic and emissions.

CPO-1

Sincerely,

Chris Porter
28 Lakehill Ave
Arlington, MA 02474
cdptrans@gmail.com

From: [Christian C Cole](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: Re: Comments on the Allston I-90 Interchange Project
Date: Wednesday, February 07, 2018 10:15:54 AM

Dear Alexander,

I apologize for submitting my comments with so many grammatical errors - I have rewritten my original email below.

Kind regards,

Christian Cole

Dear Alexander,

In anticipation of the February 9th deadline for public comments, I wanted to pass along some concerns I have regarding the Allston I-90 Interchange project.

Mostly, my comments pertain to the land along the Charles River, also known as the "throat." As someone who lives along the river just across from the throat in Cambridge, this area is incredibly unappealing. I frequently jog along the river, and since there is not a good way to cross at the BU Bridge from the public path, I have to decide each time whether I want to pass through part of BU's campus or run along the throat and cross at River Street. Each time I choose the throat route, I am met with an incredibly unpleasant experience. Soldier's Field road is much too close to such a high-traffic path and when running it's even worse as one breathes automobile fumes while trying to be healthy. What's more, with such a small natural edge to the river at this juncture, I am sure vehicle runoff leaches into the river easily.

I highly encourage the state to consider the proposals being put forward by Walk Boston and The Charles River Conservancy. There is tremendous opportunity to improve the public sphere along the river with the interchange project and it would be beyond disappointing to see the state fail to create something beneficial. Beyond the path itself, this project should coordinate closely with the Grand Junction Pathway to explore more efficient opportunities for crossing the river at the BU Bridge. The Grand Junction Railroad bridge would be a great opportunity for allowing pedestrians and bicyclists to cross without increasing the traffic of these modes of transportation on the BU Bridge itself.

CCC2-1

CCC2-2

In general, I believe that this project should make this area more balanced in terms of transportation modes. Study after study has shown that vehicle-dominated environments are not beneficial to the average person. We need better public transportation connections and an environment that is more human-scale. West Station will be a great addition to the area and will create the opportunity for further transportation improvements in the future, such as inner-city DMUs.

I am cautiously optimistic about the future of this area and I eagerly await the opportunity to review the design that is put forward. I sincerely hope the state will do everything in its power to create a better realm along the river so that the public can enjoy this area and nature can flourish.

Kind regards,

Christian Cole

On Wed, Feb 7, 2018 at 9:49 AM, Strysky, Alexander (ENV)
<alexander.strysky@state.ma.us> wrote:

Christian- Thank you for your comments.

Alex

Alex Strysky

MEPA Office

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

[Boston, MA 02114](#)

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

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

From: Christian C Cole [mailto:christianccole@gmail.com]
Sent: Thursday, February 01, 2018 1:19 PM
To: Strysky, Alexander (EEA)
Subject: Comments on the Allston I-90 Interchange Project

Dear Alexander,

In anticipation of the February 9th deadline for public comments, I wanted to pass along some concerns I have regarding the Allston I-90 Interchange project.

Mostly, my comments pertain to the land along the Charles River, also known as the "throat." As someone who lives along the river just across from the throat in Cambridge, this area is incredibly unappealing to me. I frequently jog along the river, and since there is not a good way to cross at the BU Bridge, I have to decide each time whether I want to pass through part of BU's campus or run along the throat and cross at River Street. Each time I choose the throat route, I am met with an incredibly unpleasant experience. Soldier's Field road is much too close to such a high-traffic path and when running it's even worse as one breathes automobile fumes while trying to be healthy. What's more, with such a small natural edge to the river at this juncture, I am sure vehicle runoff leaches into the river easily.

I highly encourage the state to consider the proposals being put forward by Walk Boston and The Charles River Conservancy. There is tremendous opportunity to improve the public sphere along the river with the interchange project and it was beyond disappointing to see the state fail to create something beneficial. Beyond the path itself, this project should coordinate closely with the Grand Junction Pathway to explore more efficient opportunities for crossing the river at

the BU Bridge. The Grand Junction Railroad bridge would be a great opportunity for allowing pedestrians and bicyclists to cross without increasing these modes of traffic on the BU Bridge itself.

In general, I believe that this project should make this area more balanced in terms of transportation modes. Study after study has shown that vehicle-dominated environments are not beneficial to the average person. We need better public transportation connects and an environment that is more human-scale. West Station will be a great addition to the area and will create the opportunity for further transportation improvements in the future, such as inner-city DMUs.

I am cautiously optimistic about the future of this area and I eagerly await the opportunity to review the design that is put forward. I sincerely hope the state will do everything in its power to create a better realm along the river so that the public can enjoy this area and nature can flourish.

Kind regards,

Christian Cole

From: [Colin](#)
To: [Strysky, Alexander \(EEA\)](#)
Cc: projects@livablestreets.info
Subject: Allston I-90 Interchange Project
Date: Wednesday, February 07, 2018 11:28:57 AM

Allston I-90 Interchange Project
Draft Environmental Impact Review (DEIR)

Dear Mr Strysky,

This major transportation reconstruction project at the Allston Interchange is more than a stop-gap patch on our automotive transportation network and should not be judged solely in those limited terms.

The full suite of Massachusetts transit infrastructure should be the focus of this, and quite frankly any, state project. This includes public transit, vehicular transit, pedestrian and bicycle access, public river access, and the necessary multi-modal connections between these systems.

The present design proposal for a viaduct forecloses future transportation connections and options. This spending of millions of dollars on a viaduct to wall off other clearly apparent transportation opportunities is irresponsible and not in the public interest. The proponent should work on a surface design so that we can ensure that other transportation systems and river access remain a possibility moving forward. The proponent needs to be able to clearly demonstrate how access can and will be assured. As presently submitted the viaduct does not appear to meet these transportation needs.

CMJN-1

CMJN-2

Furthermore, it is very surprising that the current proposal does not include or advocate for West Station. If there is one thing that Massachusetts highway projects have demonstrated over the history of our state interstate-highway system it is that traffic will fill to capacity whatever road systems we construct. The real solution to congestion and traffic flow is the improvement of the public transportation network. The daily traffic that is removed from the Mass Pike due to the Framingham-Worcester MBTA line is a prime example of what truly relieves congestion and moves people. Furthermore the public transportation systems presently provide a better path for Massachusetts to hit their carbon and emission targets. Increasing and supporting automotive transportation is not in the best interests of our climate change commitments.

CMJN-3

Finally, our rivers are the ecological circulatory system of our Commonwealth. A project proposal that walls off the Charles River simply is irresponsible in addition to being contrary to the public good. The citizens of Massachusetts need better infrastructure for walking and biking, and providing these resources along the Charles River is in the best interest of the Commonwealth both for residents' access and for the overall quality of life in an urbanized region. Working to provide a network of safe, human-scaled streets, with access to the river, in the proposed neighborhood is what should be a goal of this effort.

CMJN-3

CMJN-4

Thank you for your consideration of these comments. If I can assist through a further elaboration on them please do not hesitate to contact me at colinnovick@gmail.com.

Sincerely,
Colin M.J. Novick
135 Olean Street
Worcester, MA, 01602

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,

In addition to the well worded letter below, I would like to add that we have an opportunity in this realignment to make Boston more focused on multi-modal transportation. West Station must be a priority. I live in the community wedged between Harvard's business school campus and the pike. So much will change in the next few years. I want to feel excited that my city is growing with an emphasis on the people who live here as well as the people driving through.

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. CMAG-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 CMAG-2 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.

CMAG 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 CMAG-6
2. Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept CMAG-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. CMAG-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, including the "throat", for

CMAG-9

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. CMAG-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. CMAG-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. CMAG-12
7. Fully evaluate the possibility of shifting the rail lines away from the abutting homes and creating an at-grade, off-road walk/bike path from the Regina Pizzeria end of Harvard Ave to West Station and over the at-grade highway to the Charles River. A simple barrier wall is insufficient mitigation for the Environmental Justice community that is so heavily burdened by the air pollution, noise pollution, and vibration impacts of the highway and rail. CMAG-13
CMAG-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. CMAG-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. CMAG-16

Sincerely,

Colleen McGuire

35 Windom Street Allston, MA 02134

From: Baron, Cynthia <c.baron@northeastern.edu>
Sent: Wednesday, February 7, 2018 6:10 PM
To: Strysky, Alexander (EEA)
Cc: Baron, Cynthia
Subject: Draft environmental impact report for I-90 interchange

Dear Mr. Strysky,

I attended a meeting on January 25 to find out more about the proposed Turnpike project and Allston railyard changes. As a lifelong Massachusetts citizen and a Brookline resident for over 25 years, I was stunned to discover that the MassDot maps for the new Interchange essentially assumed that there would be no impact south of Commonwealth Ave. On the contrary, North Brookline would be devastated in character, air quality and safety if a connection dumps 15-20,000 cars a day into our narrow local neighborhood streets on its way to the Longwood medical area and other points south.

CBAR-1 & 2

Before any final decisions are made, the environmental impact estimates should be expanded to include research into the possible effect on the people and neighborhoods of North Brookline. Babcock, Pleasant and St. Paul Street are narrow streets. Brookline's major elementary school, Devotion, is one block parallel to Babcock, and many young children walk or bicycle to school every weekday morning. This is also an area with a significant pedestrian elderly population and a favorite bike route precisely for its safety.

Thank you for reading this letter, and for considering the needs of ALL local residents and their towns in your plans.

Cynthia L. Baron

23 Manchester Road
Brookline, MA 02446
617.319.0665
c.baron@northeastern.edu

From: [David Meshoulam](#)
To: [Strysky, Alexander \(EEA\)](#)
Cc: projects@livablestreets.info
Subject: Allston I-90 Interchange project comment
Date: Wednesday, February 07, 2018 9:14:06 AM

I am writing to provide comments on the I-90 interchange project to encourage you to create a space that is both pedestrian-friendly and environmentally-sustainable. As you are well aware, trees must play a crucial part in building resilient spaces that can support a healthy and clean environment for people, wildlife, our soil and our river. For the I-90 interchange this is especially crucial as trees will mitigate against air and sound pollution, filter groundwater, and help reduce stress for residents and commuters. Research has shown that trees even reduce incidents of car accidents!

As part of your project I encourage you to provide adequate consideration and space for trees to be planted in a way that will allow them to thrive and prosper. DM-1

Sincerely,

--

David Meshoulam, PhD
Founder, Speak for the Trees

Improving the health and size of greater Boston's urban tree canopy.

sfttbos.org

@SFTTBos

February 7, 2018

Matthew Beaton, Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
Attn: Alex Strysky, MEPA Office
EEA No. 15278
100 Cambridge Street, 9th Floor
Boston, MA 02114
By email: Alexander.Strysky@state.ma.us
CC: James.Cerbone@state.ma.us; ncabral-curtis@hshassoc.com

Dear Sirs:

Thank you for the helpful meetings and materials you have provided to interested community members and neighbors of the Allston Landing project. We support the comprehensive comments of our Cambridge community representatives and WalkBoston.

In particular, we wish to emphasize three specific issues:

1. The timing of the public transportation access is critical. If there is not a demonstrated commitment to transit-oriented development from the early stages of the project, future development will default to automobile orientation, resulting in inefficient land use and energy policies. DS/AC-1
2. While we understand that the focus of current planning does not include the regional opportunity of linking to North Station via the Grand Junction right-of-way, we urge MA DOT to explore the potential of an interim solution, such as an express shuttle bus that could follow the route. DS/AC-2
3. Regarding the options for the "Throat", the at-grade placement of the Pike (ABC option), rail tracks and Storrow Drive seems to be a poor use of land resources, without significant cost savings. Far more preferable would be to conserve real estate to allow expansion of parklands and pedestrian amenities, especially riverfront access. Further, the option to place rail tracks on a bridge over the Pike (AMP option) appears to us to mitigate traffic noise and offer some advantages to traffic safety by protecting the road surface from inclement weather. DS/AC-3

We look forward to learning more as the planning proceeds. Thanks for your attention.

Sincerely,

David Salomon & Allison Crump
9 Kinnaird St #1
Cambridge, MA 02139
Email: allison.crump@comcast.net

February 7th, 2018

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

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FEB 12 2018

MEPA

Dear Secretary Beaton,

Please build the proposed "West Station" now because we need Transit not more Traffic:

- Boston and the entire region are growing at an unprecedented rate. Delaying West Station until 2040 – (MassDOT's proposed construction timeline) - will increase congestion, depress economic growth, and limit mobility for all. **West Station must be built as soon as possible to improve mobility, mitigate commuter traffic during construction, and ensure transit-oriented development.** DS-1
- Construction for this project will disrupt traffic traveling along the MassPike, Soldiers Field Road, and Cambridge Street for at least five years. By not providing transit options, decision-makers are electing for longer commutes, more pollution, and less economic opportunity for employees, residents, and students.
- West Station is just as important for cross-town connections. A north-south bus corridor at West Station is crucial for making long-desired transit connections to job sectors located in Cambridge, BU, and the **Longwood area.**

Don't build the viaduct:

- Advocates have offered surface options that will be more practical and maintain opportunities for multimodal connections. DS-2
- Not building the viaduct will save time and tens of millions of dollars in construction costs, which can be better spent to provide **new transit, bike, and walking connections.**
- A **surface option** will also make air rights developments possible at a future date.

Improve parkland and trail amenities in the Throat

- The DEIR does not fully explore alternatives for improving the Dr. Paul Dudley White **walking and biking path near the BU Bridge.** DS-3
- There are **opportunities to shift the trail away from Soldiers Field Road, onto the river's edge or along an adjacent boardwalk.** DS-4
- Support **WalkBoston** and the Charles River Conservancy's **#UnchokeTheThroat** campaign, and check out their video to learn more. DS-5

Create a network of safe, multimodal, and human-scaled streets in the proposed neighborhood

- Improve neighborhood connectivity for walking, biking, and transit between North and South Allston. Current plans for the proposed street grid are too wide and pose safety challenges for people walking and biking. DS-6
- Allow for the creation of the proposed People's Pike pedestrian and bicycle path between Franklin Street and the Charles River by flipping the rail lay-up yard, as Harvard has proposed. DS-7
- The Franklin Street footbridge is an essential connection over I-90 for the residents of Allston who are walking and biking and should be built in the first phase DS-8

Respectfully,

David A. Senatillaka



32 Perkins Avenue

Malden, MA 02148-7502

857-869-8558

david.senatillaka@gmail.com

Cc: MassDOT Highway Division
Environmental Services Section
Attn: James Cerbone
10 Park Plaza, Room 4260
Boston, MA 02116
james.cerbone@state.ma.us

Cc: Senator Joseph Boncore, Representative Jay Livingstone, Sen. Jason Lewis, Rep. Paul Donato,
Rep. Steven Ultrino

The Honorable Matthew Beaton
Secretary
Executive Office of Energy and Environmental Affairs
EFA No. 15278100
Cambridge Street, 9th Floor
Boston, MA 02114

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FEB 09 2018

Executive Office of Energy
& Environmental Affairs

2/7/2018

Dear Secretary Beaton,

On behalf of DRAPER, I appreciate the opportunity to comment on the I-90 Allston Interchange Environmental Impact Report and MassDot's decisions to delay building West Station until 2040.

DRAPER is a not-for-profit research and development company focused on the design, development and deployment of advanced technological solutions for the world's most important and challenging problems. Its location in Kendall Square is ideal for collaboration with world class organizations to include, companies, hospitals and academic institutions engaged in critical cutting edge research, development, and manufacturing innovations. DRAPER has recently undertaken a multi-year \$140 million construction and renovation project designed to upgrade and modernize its Cambridge facilities. This investment represents a commitment to the Commonwealth, the City of Cambridge, and the entire region.

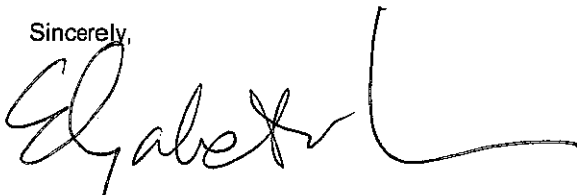
Critical to DRAPER's ongoing success and long term growth is a talented, technologically advanced, and diverse work force. To achieve this DRAPER needs to draw its employees from throughout the region. As envisioned, West Station helped to meet this need. As a transportation hub with commuter rail service to Back Bay and South Station, a stop for north-south bus routes from Cambridge to Longwood, and as a potential rail link for the western suburbs to North Station and Logan Airport along the existing Grand Junction Railroad, West Station would provide transportation options for our employees. Expanded public transportation and commuting options would permit our employees, who live throughout the region, to more easily get to DRAPER and allow for continued sustainable growth.

West Station has the potential to serve as an innovation hub by connecting Allston to Kendall Square and North Station through the creation of a more comprehensive and cohesive public transportation network in close proximity to both Red and Green Line intersections. This new network would have significant positive impacts on, and help to reduce, current traffic congestion and would help to alleviate the existing parking shortages in the area. West Station's impact would benefit not just the Cities of Boston and Cambridge, but the entire region.

DRA-1

Thank you for your time and consideration of DRAPER's comments. If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,



Elizabeth Mora

Chief Administrative Officer

From: [Drew Ardini](#)
To: [Stryisky, Alexander \(EEA\)](#)
Cc: projects@liveablestreets.info
Subject: brighton
Date: Wednesday, February 07, 2018 8:44:47 AM

Hi there,

I want to let you know i support the proposal to build west station and not rebuild the viaduct. As a newton resident, I use this section of road regularly to access Boston. I'd love to be able to use it via train, bike, or foot in the future as well. Please build the west station and access we need.

DA-1
DA-2

Thanks!
-Drew Ardini
208 auburn st
auburndale, ma 02466

From: [Ehren Foss](#)
To: [Strysky, Alexander \(EEA\)](#)
Subject: EEA 15278 Allston I-90
Date: Wednesday, February 07, 2018 2:39:56 PM

Hello,

I'm enclosing the recommended letter from People's Pike group, because I've been following them and I believe in what they are trying to get done. I've benefitted from many pedestrian, commuter rail, and bike focused projects in Boston and I hope this project prioritizes the same things.

Thank you!

Ehren Foss

119 Landseer St.

West Roxbury MA 02132

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.strycky@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. EF-1

The DEIR is also inconsistent with the City of Boston's Imagine Boston 2030 and Go Boston 2030 plans and the Boston Planning and Redevelopment Agency's I-90 Allston Placemaking Study. While it is commendable that the MBTA is in the process of launching a Commuter Rail Vision Study, it is unacceptable that MassDOT's Allston DEIR perpetuates out-dating thinking (using valuable acres of urban land for rail layup) while it should instead support better mid-day service, construction of West Station in the first phase, and steps to move forward with passenger service on the Grand Junction. EF-2 EF3-5

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 EF-6

2.

Rebuild the highway at-grade in the "throat" using the A Better City (ABC) concept EF-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. EF-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, including the "throat", for all viaduct and at-grade options. This study should include consideration of a boardwalk (both temporarily during EF-9

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. EF-10

5.

Construct new footbridges near Agganis Way and Amory Street that cross EF-11

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. EF-12
7. Fully evaluate the possibility of shifting the rail lines away from the abutting
homes and creating an at-grade, off-road walk/bike path from the Regina
Pizzeria end of Harvard Ave to West Station and over the at-grade highway to
the Charles River. A simple barrier wall is insufficient mitigation for the
Environmental Justice community that is so heavily burdened by the air
pollution, noise pollution, and vibration impacts of the highway and rail.
EF-13
EF-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. EF-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. EF-16

Sincerely,

Ehren Foss

119 Landseer St.

West Roxbury MA 02132

From: Ellen Gallant <ellen.gallant@gmail.com>

Sent: Wednesday, February 7, 2018 10:44 PM

To: Strysky, Alexander (EEA)

Cc: comments@walkboston.org

Subject: I-90 Mass Pike Project

I would like to speak in support of Walk Boston's proposals to include rail and bus plans that are not put off for the distant future and to include bike and foot paths. This is a once-in-a lifetime opportunity to open the Charles River to more foot and pedal traffic and to work to cut down on the number of cars on the road. Please do not lose this opportunity, EGAL-1

Sincerely,

Ellen Gallant

From: Ellen Gilmore <ellenpatgilmore@gmail.com>
Sent: Wednesday, February 7, 2018 7:24 PM
To: Strysky, Alexander (EEA)
Subject: Mass Pike reconstruction and transit and land use in Allston

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs, Attn: MEPA office
100 Cambridge St #900, Boston MA 02114

Dear Secretary Beaton:

When I first heard of the possibilities for this enormous chunk of land becoming available for public use--West Station, new streets, access to the Charles River, etc.--I was excited and proud of our region's progressivism. Now I'm upset that the narrowest plan has been chosen. I feel this is short-sighted and will cost us much in lost revenue in the long run. Transit is terrible in Allston because of the Mass Pike and subsequent removal of transit stops. These days most tech and biotech employment is in Longwood, Kendall, etc., but many workers or potential workers either live in Allston for its lower rents, or would live there if transit was reasonable. Furthermore, waiting for Harvard to develop its plans is unreasonable because much of their later planning will depend on what transit is in place already. And social equity is an issue. EGIL-1

Choosing the widest plan would give Boston and Cambridge wonderful new open space (e.g, the Charles River with extended paths and greenery alongside), plus interesting new streets and blocks to walk. What Harvard has done already with Continuum and Western Avenue makes me eager for the rest of its build-up and the neighborhood amenities it will provide, especially multimodal pathways for all of us walkers, bikers, skaters, scooter-riders, etc .

As regards car-centrism in the city in this era: IT'S OVER. Even those of us who own a car want the multimodal way of life. It keeps us fit and it's safer and it's more sociable. Plus all the ecological advantages.

Sincerely,

Ellen Gilmore
24 Saint Paul Street #2
Brookline MA 02446



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE
OFFICE OF THE ASSISTANT MAJORITY LEADER

SENATOR CYNTHIA STONE CREEM
ASSISTANT MAJORITY LEADER
First Middlesex and Norfolk District

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February 7, 2018

MEPA Office, Alex Strysky
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, 9th Floor
Boston, MA 02114
Re: EEA No. 15278

Dear Mr. Strysky,

I am writing as the State Senator representing Newton, Brookline and Wellesley, to echo the concerns of my constituents regarding the findings of the Draft Environmental Impact Report (DEIR) for the I-90 Interchange project in Allston.

This project is undoubtedly going to change the landscape of Allston, adding thousands of workers and new residents to the community. It will also have ripple effects for residents of nearby Brookline, whose streets will become more of a through way for many commuters, by car and bicycle, as well as on foot. And commuters from Wellesley and Newton will be affected as routes change and – hopefully – as public transit options become more available to them.

I have attached the extensive comments submitted by the Town of Brookline's Department of Transportation, with which I concur. I believe the DEIR must be revisited in several areas, including:

- The construction schedule for West Station should precede the area buildout, to give more people public transit options as neighborhood development occurs. The public benefits of this strategy are apparent, and required to adequately address climate change in the 21st century. EO5-1
- West Station should be built out as a transit hub for MBTA buses as well as commuter rail, and access for all travelers (pedestrian and cyclists included) should be a priority. EO5-2
- Bicycle and pedestrian routes across the new I90 configuration must include pathways and crossings for the abutter communities of Brookline, Allston, and Cambridge, and must provide substantial and accessible public entry points to a revitalized Charles River parkland. EO5-3

Finally, I strongly urge you to discard the option that would open Malvern Street to through traffic (estimated to add 15 – 20,000 cars a day!) through the narrow and congested streets of North Brookline. This would clearly be overwhelming, unreasonable and unacceptable. Please review other less burdensome traffic alternatives as you move forward. EO5-4

Please consider these comments and the broad transportation needs of the region as you continue to develop plans for this truly transformational project.

Sincerely,

Cynthia Stone Creem
State Senator

Encl.



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

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FEB 12 2018

MEPA

February 7, 2018

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

Re: I-90 Allston Interchange Draft Environmental Impact Report

Dear Secretary Beaton,

We are writing to you today as the Senator and State Representative of Cambridgeport to comment on the I-90 Allston Interchange Draft Environmental Report. This project would create notable negative impacts on the community of Cambridgeport particularly regarding noise and potentially traffic. We urge MassDOT to take these factors into consideration as the project moves forward and also to adequately mitigate the issues. EO6-1

Our primary concern is noise. Noise issues have been raised on both sides of the river. The Turnpike currently generates a tremendous amount of noise that is disruptive in Allston and Cambridgeport. The peak sounds generated by breaking trucks are the most common complaint that we have heard from our constituents. These sounds are not adequately captured by the noise studies performed by MassDOT's consultants, which look at averages instead of peaks. We are pleased that the City of Cambridge has hired its own Noise Consultant to analyze the noise impacts and we look forward to their report. While we await that report, we encourage you to select designs features that minimize the level of sounds that travel from the Turnpike. We believe the at-grade ABC solution will produce the least noise, as the traffic and trains are not elevated to produce sound that will travel further. EO6-2

MassDOT's data reflects that regardless of the design chosen, there will still be negative noise impacts on Magazine Beach, the largest park in Cambridge. DCR has worked on a comprehensive redesign of Magazine Beach that is not yet funded. MassDOT should be required to help with the funding of this park plan as mitigation for this project. EO6-3

Previously, we submitted a letter regarding the importance of building West Station first and not waiting until 2040. West Station is important to Cambridge because of the existing rail connection that exists today between the proposed West Station location, Kendall Square, and North Station that could be used for commuter traffic. We understand allowance for continuing this crossing was included in the ABC plan and Amateur plan, but it is not clear that the MassDOT plan will allow for this crossing to continue. Whatever design is chosen should ensure that this crossing continues, so that the connection between North Station, Kendall Square, MIT, and this undeveloped land can be established for a light rail or EMU connection.

EO6-4

MassDOT has proposed eliminating the right turn from Soldier Field Road to River Street that exists today. We oppose this change. MassDOT has claimed that the choice is this right turn or additional parkland on the Paul Dudley path. This is a false choice. It is driven in part by MassDOT's roadway design in which it proposes to expand lane widths and breakdown lanes for a short distance at the choke points. Creating inconsistent lane widths on the Turnpike is unsafe. In addition, the space saved by not taking such action allows for more space for this turn. Moreover, expanding the greenspace into or over the river should be considered.

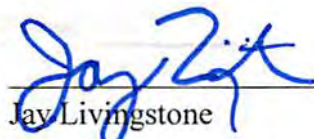
EO6-5

Finally, we are concerned with traffic impacts in Cambridge, particularly Western Ave and the Cambridgeport neighborhood streets, during construction and after its completion. There should be a more thorough examination of Cambridge-related traffic impacts than has been done to date. The impacts found should be appropriately mitigated.

EO6-6

We appreciate your attention to these concerns and urge you to take them into consideration moving forward. Both of our offices are available for any questions you might have.

Respectfully,



Jay Livingstone
State Representative
8th Suffolk District



Joseph Boncore
State Senator
First Suffolk and Middlesex District



February 7, 2018

The Honorable Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, 9th Floor
Boston, MA 02114

RE: I-90 Allston Interchange Draft Environmental Impact Report, EEA No. 15278

Dear Secretary Beaton:

On behalf of Facebook, we appreciate the opportunity to express our views on the I-90 Allston Interchange Draft Environmental Impact Report. Specifically, we encourage the inclusion of West Station in the plan to reconfigure I-90. Facebook has been a resident of the Kendall Square area of Cambridge since 2013. Since that time, we have made significant investments in real estate, job creation and community stewardship to encourage and maintain the vitality of the area. Having safe and reliable transportation options for our workforce is integral to all of those investments. FB-1

Insofar as Kendall Square is now one of the world's leading centers for information technology, bio-technology and scientific research and development, the West Station is a vital component of the local infrastructure. It provides connectivity to Boston and surrounding areas served by the Red and Green lines of public transit. This connectivity inures environmental benefits in reducing traffic congestion and carbon emissions, while spurring new opportunities for housing and economic development in the area.

In our view, the regional knowledge economy is largely dependent upon smart-growth strategies which take a holistic approach to urban planning and infrastructure investment. Facebook is committed to Cambridge and Boston. Accordingly, we stand ready for an open and constructive dialogue on the many benefits of including the West Station in the I-90 reconfiguration plan.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Kia Floyd", is written over a light blue horizontal line.

Kia D. Floyd
Head of Public Policy, Northeast
FloydKD@fb.com



Google Inc
355 Main Street
Cambridge, MA 02142

617-575-1300
Google.com

February 7, 2018

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

Dear Secretary Beaton,

The I-90 Allston Interchange Draft Environmental Impact Report presents a unique generational opportunity to reconnect communities, reclaim open space, and reimagine a network of connected transportation options.

As an active and engaged member of the Kendall Square Association, Google has long sought collaborative solutions to address traffic concerns exacerbated by limited resources and aging infrastructure. We are also keenly aware of the fact that access to quality affordable housing is critical to sustaining strong neighborhoods and attracting and retaining happy employees. We believe that incorporating West Station as part of the I-90 reconfiguration would avoid the cost of deferred action and leverage significant private investment in transit oriented residential and commercial development throughout the corridor. Simply put, inclusion of the public transit component in the I-90 EIR would be transformational and provide the necessary foundation to address our long-term transportation and housing needs. GI-1

Thank you for your consideration.

Sincerely,

Elizabeth Schwab
Head of External Affairs, Northeast
Google, Inc.
lschwab@google.com